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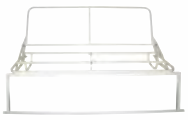

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product 23937

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product 24671

T25 Water Pipes

VW discontinued the production of this water pipe, we have this T25 water pipe for the WBX engine from 8/1985 and later, equal to the original.

product 71752

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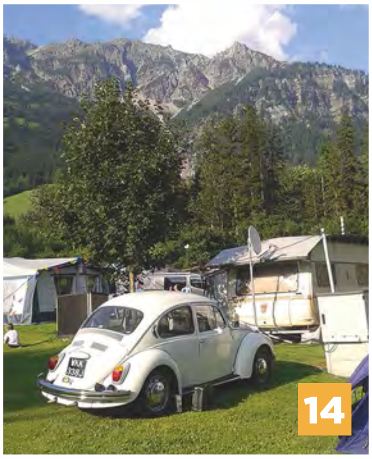
CONTENTS
APRIL 2015



THIS MONTH

6 News
What's happening in our world

8 Events
A lazy day with the Weedhuggers

10 Products
Cool bits and bobs you can buy

12 Letters
Tyres, toolboxes and more

14 Readers' rides
Your daily driven pride and joy

98 VW Icons
You won't have heard of him. Shame

FEATURE CARS

18 Late Beetle
This month's awesome cover star

30 Cal Look Beetle
The culmination of a long held dream

36 Squareback
As good on the bottom as on the top

48 Split Bus
Better underneath than it looks on top

58 Buggy
Fat with a P H. One crazy ass ride

HISTORY

66 Cartoon time
The work of Pascal Meslet

PRACTICAL VOLKSWORLD

72 Project cars
Cathal strips

76 Project cars
Parsnips gets his certificate

80 How to
Replace an ignition switch

86 Scumrun Baja
The starting line is in sight

PRACTICAL
VolksWorld

Never miss an issue, subscribe today on page 47
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WELCOME TO THE MAG

Peer pressure can be a terrible thing. Allow yourself to give in to it and you find yourself bullying other children in the school yard (I never did that), or pretending you don't fancy gingers when you absolutely do (I certainly never did that either - fancy gingers I mean!).

And, peer pressure is something that's rife in the VW scene. Again, I'm not talking about having to deny a predilection for strawberry blondes here, but the fact that anyone who dares to admitting a fondness for Europa bumpers over blades and Elephants feet rear lights over Snowflakes is immediately shunned by every man and his dog with an earlier Beetle.

It just isn't cricket to say you prefer a 70's car over a 60's or earlier example. And yet, the tide may finally be turning in their favour...

As good, affordable examples of VW's finest become increasingly harder to track down at the right price, and therefore become more expensive, they're dragging the values of later cars along with them. And, if truth be told, (and I'm putting my neck on the line by saying this) I think 70's cars have a charm of their own. They came in some fantastic colours from the factory. Orange, yellow, or even Marina Blue anyone? And they're much more user friendly. Well, when they're not slammed to the max bottoming out balljoints that is.

You only have to look at this month's cover star to realise you can build something cool out of any air-cooled VW. You just need the right attitude and give it the right altitude. I for one am hoping we see more and more late models turned from sow's ears into silk purses, but who's going to really step out on the ice and try it with a 1303, or even a Type 4. That's over to you lot. ■

James Peene
Group editor

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With just a couple of weeks left untill the VolksWorld Show everything is in place to make this a great show all we need is you guys to make it a truly fantastic event.

If you would like to save yourself a few quid, order your tickets in advance at www.volksworldshow.com, the advance ticket hotline closing date has been extended untill 17.30 on 26 March 2015 so you still have time to purchase your tickets and make some great savings. The show opens at 10am each day and finishes at 5pm on Saturday 28th March and 4.30pm on Sunday 29th March. If you are camping you can arrive anytime from 1pm on Friday 27th March so why not make a weekend of it and arrive early. Camping is pre-book only so make sure you book in advance at www.volksworldshow.com

You have been telling us for a few years that you would like some quality VolksWorld Show merchandise. So we are pleased to announce Cool Flo as The VolksWorld Show's first ever Official Clothing Partner. To celebrate this partnership we are producing a limited run of red and white, and blue trucker caps as well as a premium black t-shirt. Don't miss out. Pre-order now at www.coolflo.co.uk to guarantee your limited edition items, before collecting them at the VolksWorld Show Official Merchandise Stand.

Finally we like to thank all our show sponsors, VW Heritage, Cool Flo Lifestyle Clothing Co, Meguiar's, Carole Nash insurance and Campvantastic for all their help and support on putting on this event, make sure you go say hello to them at the show. See you on the 28th for what we hope will be our best show ever.

VOLKS WORLD
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Bus Types VW Show

When: 17th-19th April 2015
Web: www.bustypesvwshow.co.uk

This outdoor show is dedicated to the VW Bus in all its forms and includes a show 'n' shine, special displays, a large trade and autojumble village, as well as entertainment on both the Friday and Saturday nights.

Last year there were over 180 trade stands selling everything from new parts, to spare parts, memorabilia and other VW related products to the thousands who flocked to the site.

The campsite opens on the Friday at 2pm and there will be live bands that evening. Saturday is when the trade stands and autojumble open their doors, so be early to catch the bargains.

If you don't yet own a Bus then you need to get yourself and your cash money to the VWs For Sale area. If you simply fancy a look at the Buses on display then why not make your way to the Special Bus Displays, Daily Driver Display, Club Displays or the VW Bus Only Car Park?

The Family Disco has a Super Hero themed fancy dress party, so there really is something for everyone .

There aren't many restrictions, but if you're bringing your dogs, the organisers ask that you keep them on a lead at all times. Visit the website for more details.

Britain's first Samba?

There was a news story doing the rounds before we went to press about the UK's first Samba going to auction. It must have been a slow news week or something because it kept popping up all over the interweb and every PR company under the sun sent us news of this "momentous occasion".

Originally built in 1955 , this 23-window Samba was eventually sold at Silverstone Auctions' Race Retro Sale for - drum roll please - £67,500. Obviously, the thick end of £68K (plus buyers premium) is a heck of a lot of money for what isn't actually a 100% original example, but in is still in actual fact a dissappointingly small amount for a fully 'done' Samba. Whatever, it's probably disappeared into a private collection somewhere.

Classic-al education

What is and isn't a classic VW? You may think the answer obvious, but I'm not so sure

It was with a certain amount of shock and disbelief that I came to the realisation the other day that a T4 Transporter is now a classic car. That is if you go by what used to be the accepted definition of a classic car as a vehicle that is 25 years old. Now that in itself is a contentious description, and automobile clubs and regulatory bodies around the world will argue 'til they're blue in the face about what is and isn't a classic. The Antique Automobile Club of America, for example, which is about as antiquated a body of 'experts' as exists anywhere, define a classic as "A 'fine' or 'unusual' vehicle, foreign or domestic, that is between 25 and 50 years old." Any older and it passes into the antique category, which requires ownership of a wardrobe full of tweed and a tub of moustache wax. Here in the UK, Her Majesty's Revenue department brings value into the mix with its definition: "[A vehicle] over 15 years old and having a value in excess of £15,000." Admittedly, this is more in relation to company car tax than anything that might interest us, but it does make a distinction between the worthless old shitter and a car of some repute, or interest. If you choose to go by the taxation classes, as of April this year, anything built before January 1 1975 is considered 'Historic', ergo a classic. Then you have the rather more nebulous insurance description of a classic, which includes so-called 'Modern Classics' that are considered collectible, almost regardless of age. Think any of the Abarth models of recent Fiats, for example, or perhaps the likes of an R32 Golf. Obviously, this is wildly open to interpretation or personal opinion, which is where the VW Transporter is a very grey area.

> “A distinction between the worthless old shitter and a car of some repute”

Fifty shades?

But ask yourself this - would you consider an ailing 1990 Renault Trafic a classic car? Nope, didn't think so. But I wonder how many people on the street would look at a well-used T4 and say it's a classic car. Not many I suspect. That's not to say such vehicles aren't loved, cherished, modified and enjoyed, I wonder if anyone thinks they've tipped over into the classic car category yet?

What started me thinking about this was the recent resurgence of the threat to ban old cars from central Paris. When this was last mooted in 2012 the arbitrary cut-off date proposed was 17-year old cars. This time around, it's cars registered before December 31 1996 and, more worryingly for VW Bus owners, "any commercial vehicles and buses registered prior to September 30 2001", so technically that's every air-cooled Transporter VW ever made and all but the last year or so of T4 production. Here in the UK, we already have the LEZ (Low Emission Zone), which decrees that small vans and minibuses built before January 1 2002 must pay a hefty daily charge or be subjected to a fine of up to £1,000 for the pleasure of a frustrating jaunt around the South Circular, and that's on top of the Congestion Charge, should you care to make that jaunt on a week day. And there's no doubt the criteria will only become more stringent in years to come. Euro6 legislation comes into force this September, with a further almost 30% reduction in across-the-range manufacturer emissions slated for 2020. All this means, in London at least, the arse is falling out of the T4 market. And don't think it won't affect you where you live. Berlin, Paris and London today, Manchester, Birmingham and Hull tomorrow. And this is just the beginning of the proposals. If certain ministers in the French government achieve their aim, within five years the only private cars allowed to bowl along the boulevards of Paris will be those registered after 2011, with that gap sure to be narrowed further still in the not-too-distant future.

It's all part of the greater plan to cut pollution in our cities of course. Or that's what they would have us believe. Another way of looking at it is part of the greater plan to ensure everyone that needs, or wishes, to pilot an automobile for pleasure is driving a new car, and being forced to replace it every couple of years with another nice, shiny new one, thus keeping the car manufacturers in profit and our fragile western economies buoyant by ensuring we're all nicely tucked up in debt. It's no coincidence that the reported 'upside' of these current proposals is, yep, you guessed it, a boost for domestic car manufacturers. Word is Peugeot, Citroen and Renault are, as I write this, all feverishly working on new models with small capacity, turbocharged petrol engines (they hate diesel in Paris more than they hate the idea of English chefs), just so they're ready to sell one to you when Euro6 comes into play this September.

I mean, what good are we, the old banger brigade, to the economy by getting our money's worth of our old VWs and cherishing them for years to come? Previous scrappage schemes have had a devastating effect on the pool of classic cars we all have to draw upon, and current rumours of up to 10,000 euros being offered to Parisians willing to ditch their old motors in favour of electric shopping trolleys will undoubtedly see a good chunk more crushed, boxed up and on their way to China and India.

With all that in mind, maybe now is the time to make that move to the countryside you have been promising yourself for years? While you consider that, get out there and enjoy your classic VW while you can. Petrol is cheaper now than it has been in the last six years, with predictions of it dropping as low as 85p a litre in the near future. Throw in free road tax, 'optional' MoTs for the really old models and numerous classic-friendly insurance schemes (I recently changed my cover to a multi-car policy with RH Insurance and couldn't believe how little of the overall premium was down to my 2.0-litre IDA Oval) and there really has never been a better time to own and drive a classic VW. Unless you live in Berlin, Paris, London... ■

What do you think?

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com

10
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Little pit-lane display again. Jonny Marriage and Julian Roberts had their bugs in for an oil change!

Chilling in the Chilterns

Hugging the weeds with Wolfsburg's finest

Words Julian Roberts **Photos** James Murray

The Wolfsburg Weed Huggers VW Club 'Lazy Day' free show is a great family day out. Loads of dads were brought along on their special day for a look around the cars and a meal in the Black Horse pub next door.

Deimos-sponsored the Kids' Zone and kept the little ones happy with crafting, football, quiz, a bouncy castle and a Bus box parade, and all free too!

There was a cool display of retro BMXs by Dave Racine, but of course it's the VWs that are the stars, and there was something to please all tastes, from beautiful fresh restos to the downright ratty, Trekkers, Buggies, Sambas and Luke Theochari even brought along his genuine Herbie, or rather Herbie brought Luke along. The general rule was, if you rocked up in something cool you were in the show'n'shine.

Aircooled Accessories stepped up and provided awesome prizes for all the winners, and a bespoke Wolfsburg Weed Huggers trophy in the style of a Hazet spare wheel toolkit (which detached from its stand to become a beer carrier) was made by Andy Pusey and handed out to every lucky winner.

> “There was something to please all tastes”

It pained the club's head-honcho Christian Peck, to award the Best in Show to a water pumper this year, but all the winners are voted for by show goers, and they decided Bryan Butler's Golf was the car to take home the silverware. It truly was a work of art and deservedly bagged him the trophy - a specially gold metal-flaked ghetto blaster by Spike's Vintage Restorations, complete with a C-90 tape of Lazy Day sounds - it doesn't get much more retro than that!

All of the money raised from the raffle and tombola this year went to Child Bereavement UK, so the WWH would like to thank everyone who chipped in and had a go. It all made for a great Lazy Day chilling in the Chilterns, and the Weed Huggers look forward to seeing you at the next one!

^ WWH member Andy Pusey's Volksrod - and yes that number plate is apparently legal!

^ Part of the KG/Trekker/Buggy display

EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com

The roofrack seemed to be the only thing holding this bug together!

Some of the kids with their bus boxes, coloured in as part of the Deimos kids zone.

This Renegade buggy spent a lot of the day with an admiring crowd round it

Mark Bateman's '54 is an ex-feature car, and still looks cool as hell

Top Ghia (sorry) went to Karl Streatfield and his lovely '68

EVENT LIST

Dub Aid

When: March 20-22

Where: Towcester Racecourse, Northamptonshire

Web: www.dubaid.co.uk

VOLKS WORLD SHOW 2015
28th-29th March
Sandown Park, Esher, Surrey

The *VolksWorld* Show

When: March 28-29

Where: Chester race course

Web: www.volksworld.com/volksworld-show

CamperFest

When: April 11

Where: 2nd-6th April 2015

Web: chesterfoodanddrink.co.uk/camperfest

Elemental VW Show

When: April 11

Where: Crouch Valley Showground, Rayleigh, Essex

Web: www.elementalvw.org.uk

Clubs Unite at The Beach

When: 12th April 2015

Where: Berrow Beach

Web: www.facebook.com/clubsuniteatthe

Bus Types VW Show

When: 17th-19th April 2015

Where: Oswestry Showground, Oswestry, Shropshire

Web: www.bustypesvwshow.co.uk

Jumpstart

When: 25th April 2015

Where: Loughmore Village, Ireland

Web: www.carbsandchrome.com

Big Bang

When: 24th-26th April 2015

Where: Santa Pod, Wellingborough

Web: www.big-bang.co.uk

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PRODUCTS

Selling a new product? email volksworld@timeinc.com

Bay adjustable beam

From: **coolairvw.co.uk** **Price:** **£589.50**

CoolAir's height adjustable standard width front beams for all Bay Window Buses from 1968 to 1979 can also be used on Split Window Buses if converting to Ball Joint suspension. These beams are manufactured in the UK to the highest standard with laser cut side plates, cold drawn seamless tubes, a pair of steering damper mounts and servo brackets

IRS wheel bearing cover

From: **csp-shop.com** **Price:** **€49**

Until now it was very difficult to get new or even good used wheel bearing covers for IRS Beetles, Ghias or Type 3s, but not anymore thanks to those talented folk at CSP. These covers are made out of CNC-machined high grade aluminium, are black anodized and are absolutely accurate to size! To put it simply: Made in Germany!

Rothfink hoodie

From: **rothfinkindustries.com** **Price:** **£29.99**

Screen-printed red logo to front, pre-shrunk, iPhone pocket in the pouch, woven thumb holes on the sleeves and a fat hood cord. Nuff said

Tailor made covers

From: **richbrook.co.uk** **Price:** **£99**

Richbrook's Tailor Made Car Covers are, as you would expect, tailor made for your VW. They are designed for outdoor use, but due to their lightweight construction are also perfect for indoor use. Their sturdy construction, tailored fit combined with the under-cover straps included with each cover means that your VW is perfectly protected no matter what the weather chucks at it

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Free KK Key Ring!

From: **karmannkonnection.com** **Price:** **£8.95**

New from the guys at Karmann Konnection are these cool looking key rings. Add a touch of class to your ride for a mere £8.95 or if you spend over £25 (excluding VAT and delivery) they'll throw one in for free. All you have to do is mention *VolksWorld* when placing your order

Firewall reinforcement brackets

From: **superbeetlesolutions.com** **Price:** **$99.98**

Here's something for the 1303 owners out there (1971-1979) looking to complete their restoration to factory specs. As far as we know, these haven't been available until now, but the front firewall reinforcement is essential when replacing the fire wall panel. The reinforcement's tie the complete front of the car together and give a structurally sound mounting area for the chassis. Made in the US and available now

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SSR-3

Super swirl removal

From: **limebug.net** **Price:** **£20.50**

The Poorboy's World Clean and Shine Kit is a real perfectionist's car care kit and can be ordered from LimeBug. These four products will take your vehicle from dirty to dramatically clean and shiny in a very simple and easy four step process. Simply wash your vehicle, remove any imperfections, deepen the gloss and then seal in the shine. To order visit the website

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LETTERS

Share your views on the VW scene – email volksworld@timeinc.com

Letter of the month

Fuch help!

Paul Leahy, via email.

The perfect rubber, it's a big decision!

Hi, I really need your help and advice. I have just sourced and received a set of fully polished/detailed Fuchs wheels (2 x 4.5s & 2 x deep 6s). They arrived from the states and look amazing.

What I am really struggling with is tyres. I want to put 135 15s on front and 205/65/15s for the rear, although I am getting different advice and don't know which is best. I have been told that I need inner tubes for the tyres, but I also have been told I don't need tubes and that I just need to get tyre valves. Could you please give me any advice possible so I can get these tyres fitted?

Secondly, and as you can imagine, I am very precious over these wheels as they are mint show condition having been fully detailed. I am really struggling to find anyone that has any knowledge about fitting these tyres to these wheels. I really need/want someone (tyre expert) who I could use to source the correct tyres and carry out the fitting of them.

I would be so grateful if you could assist in anyway. Thanks very much.

Hi Paul, If the wheels are original you definitely need inner tubes. Original Fuchs don't have a safety bead on the inside of the wheel. This bead stops the tyre coming completely off the rim in the event of a puncture. .

*I have 135s and 205/65s on my original Fuchs, in my opinion that's the perfect tyre combo. As for getting them fitted, find a local tyre company and go and have a chat with them, someone that specialises in alloy wheels will be better than your local Kwik Fit. Stress how much the wheels are worth, you'll soon know if they're up to the job. And when they're fitting them, stand with them and watch what they do. Oh, and while you're standing there make sure the tyre machine has plastic or rubber buffers on the clamps, these stop the clamps digging into the rim. If they're being heavy handed, or are not taking enough care, stop them and take the wheels somewhere else. Basically you need find someone that knows what they're doing, not some numpty work experience kid! Here's a little tip to tell your chosen tyre man. The rear tyres have to be fitted from behind, not from the front. An original 6-inch Fuchs has a big lip inside the wheel on the outside edge of the wheel. This makes it a nightmare to mount the tyre from the front. As for sourcing the tyres, I don't know anyone that will do that for you. 135s are sometimes tricky to find, try www.mytyres.co.uk for Firestones or Michelins from www.longstonetyres.co.uk who also have the inner tubes you need. The rears are easily available from any tyre place, just pick your brand. Hope all that helps mate. - **SG***

Silicone Stevie!

Chris, via email

Hi Steve, Your Beetle is looking great. Hope to see it at this year's *VolksWorld* show. A quick question, how much brake fluid did you use? I'm thinking of using the silicone fluid you used. It is expensive, so if I can get away with 1/2 litre it would be a considerable saving over a litre.

Amazingly I haven't been able to verify the amount you need anywhere, but I'm sure you'll know! Many thanks.

Hi Chris. I hope to see my car at the show too. Sadly the way things are going, I might be too tired to appreciate it!! There's a lot left to do, and I'm already burning the midnight oil.

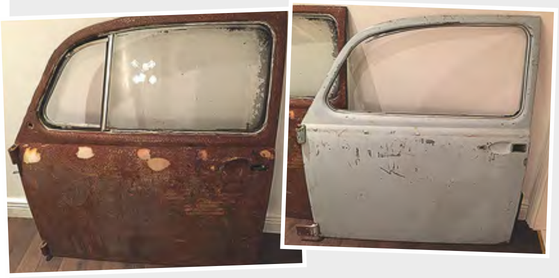
*That fluid is ridiculously expensive. It pained me to spend that much, but it was worth the piece of mind. I bought the one litre bottle and from memory I used about half of it. But, I didn't have any problems and it bled through first time. So yes you could do it in half a litre if all goes to plan. But you won't have a lot, if any, left to top the system up in the future. This fluid won't mix with normal brake fluid, so I'd say it's worth buying the litre bottle and you've got some left in stock for the future. Hope that helps and see you at the show. - **SG***

One door opens, and then another!

Alex Brady, via email.

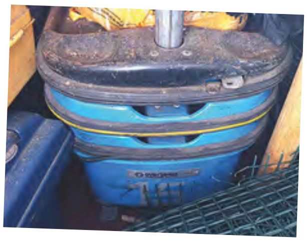
Hi everybody, I'm just back from Dubfreeze and it was excellent. I'd heard great things about it and I surprised even myself by being very organised with a shopping list of what I needed which included doors for my '73 Beetle. My problem is this, I only managed to pick up one driver's door but was lucky enough to get two passenger doors. Why two? I bought one and my mate saw one and bought it as he couldn't get me on my phone and we only realised we had two passenger doors when we got back to my car. The problem is that they are different. We only noticed that when we got home and were unloading our haul of parts. Can you advise what we have please? The rusty door isn't rusty at all, someone has taken the paint off and left the metal exposed.

*Hi Alex, the doors you picked up are different. The rusty door is from a late model Beetle, so post '67 which is what you need. The other door is from a '67 Beetle. At a glance these look very similar but there are a few subtle differences such as the door handle recess, the mounting of the side mirror on the door hinge and the lock pull. The really good news is that a '67 door isn't easy to find in a rust free condition so I'm sure you will have no problem selling it on to someone, and you may even make some money too! - **COT***



Hazet a guess!

Pete Widdledrip, South Gloucestershire.



Hi *VolksWorld*, I'm wondering if this toolbox has anything to do with VW as I found it in a VW service garage that closed about nine years ago. There were a handful of them in the workshop area and I did see a sign with the same name as on the toolbox, on the wall. I bought it as well as all of the old tools as I know someone will want them, whether a VW person or a general car person because it's on wheels which makes it really handy in the garage. Come to think of it, I might keep one of them for myself anyway!

Loving the magazine, and if I could be so bold as to ask if you could have some more German Look VWs featured? I really think the German Look not only looks awesome but the engineering is just jaw dropping. See you all at the *VolksWorld* Show. I'll be the one wheeling my toolboxes around!

*Hi Pete, surely this is just a massive wind up! Did you really find a bunch of Hazet Assistents and a sign in an old VW dealership? We're suspecting you're just yanking our chains, as these would have to be the ultimate find for any VW enthusiast, which we assume you are as you're saying you love the mag and know what a German Looker is. The only way we'll believe you is if you send us all one each on the mag. Pictures or this never happened. - **COT***

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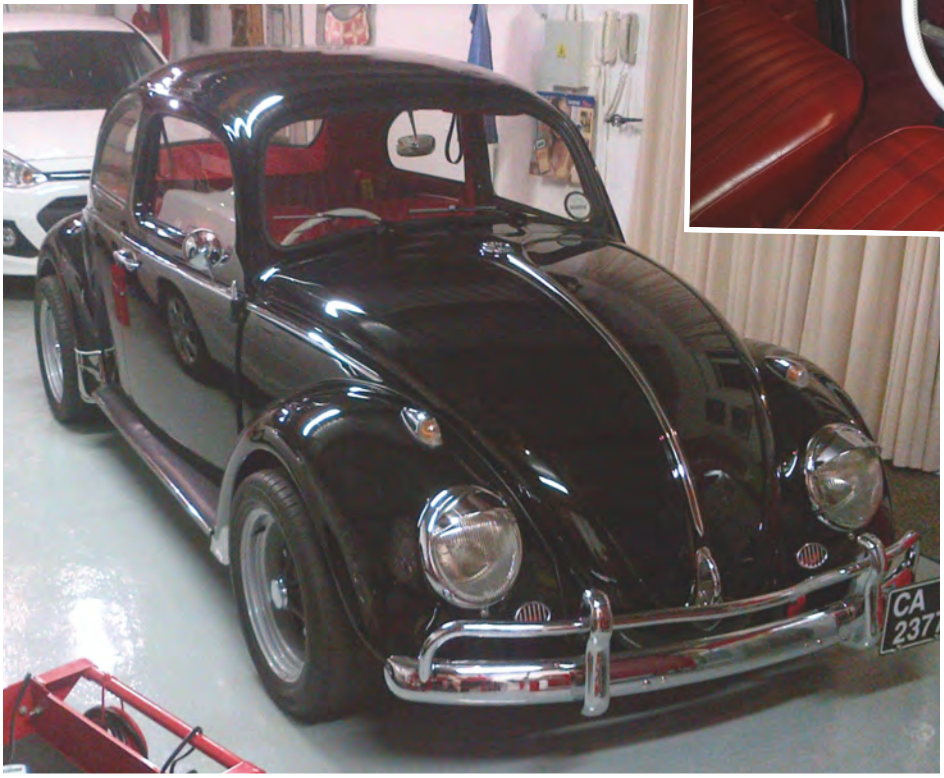
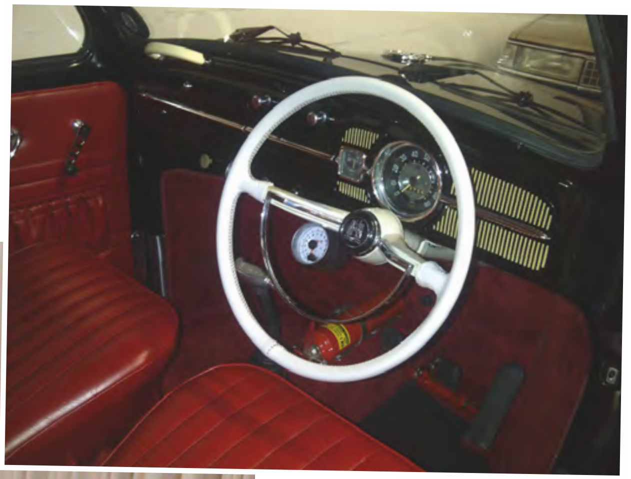
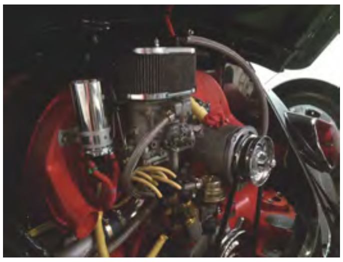
Car of the month





Billet details and and wrapped steering wheel brighten up the dash



Colour coded tinwear and some chrome goodies add some sparkle to the engine

Quarter lights have made way for one piece windows

Brent Hochfelden, Cape Town, '63 Bug

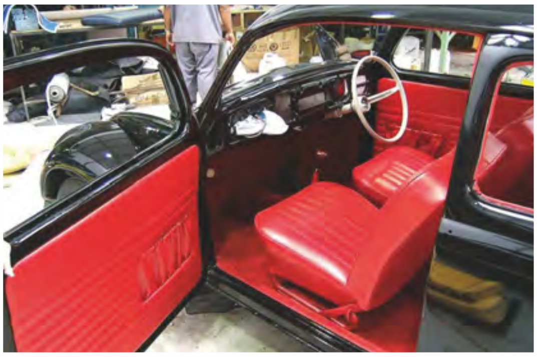
Hello from Cape Town, South Africa.

I have relatives living in the UK and have been sending me from time to time your magazine which I have been reading for a few years now. I like reading it and getting some great ideas.

I own a 1963 Bug, which my dad bought new in '63. He was 20 years old at the time and is now 72.

I have rebuilt my car over the last 11 years. My wife Mandy brought me back some accessories when she went to visit her cousin in Hornsea over this past December, so I will be putting them on my car over the next few weeks. My car has a set of South African Rostyle steel rims which I had widened, acid dipped and then sprayed silver and black in the middle.

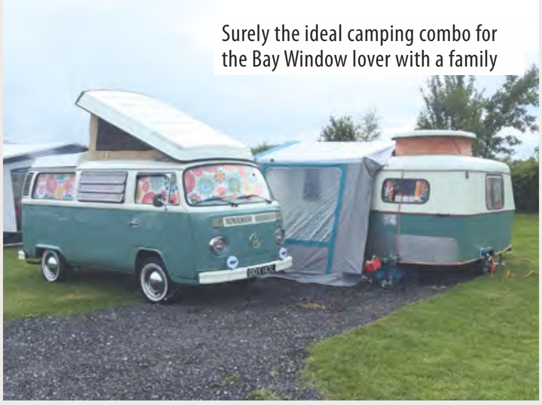
> "I own a 1963 Bug, which my dad bought new in '63"



Interior has been treated to a retrim. You can't go wrong with a red interior with a black car

It's not everyone who can say there car has been in the family for 52 years

Widened Rostyles add a bit more meat to the rear end



Surely the ideal camping combo for the Bay Window lover with a family

Paul Corrigan, 1972 Westy

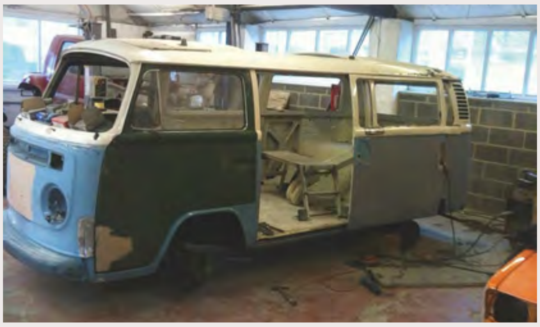
Just thought I'd send you some pictures of my 1972 right-hand drive Westfalia and matching 1974 Eriba Puck. I've had the Camper for over five years and have had it resprayed professionally three years ago and then I rebuilt it on my drive in the winter. The interior is the original with the cushions and seats recovered in cream vinyl with green piping. I bought the Eriba last year and had it painted to match my Westy. The interior of the caravan is covered the same as the Westy . It's a family affair, with my wife Emma and youngest son Toby supporting and helping refit make curtains , fit windows, lino etc.

We use them both as much as possible in the summer , the colour is Turkis Green. I'm mad about VWs and would love to see some pictures in your magazine, which I have been reading for over 10 years. It would make Toby's day to see it, he's helped in all weathers since the age of seven.

The Bus turns heads and people stop and chat wherever we go. Roll on the summer. It won best in class at the Northern Classic VW show in 2013

^ It might be a Split Screen colour but how coold does this Bay look in Turkis Green?

v Like most of the VWs in this magazine, it didn't start out looking this good...

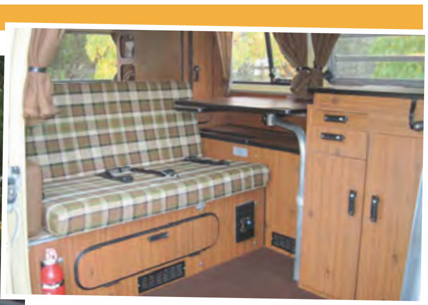


WANT TO SEE YOUR CAR IN VOLKSWORLD?

Then email volksworld@timeinc.com. Subject: Readers' rides

Chris Brown, 1970 1302s

Hi Volksworld! I'm only 18, but I've been a reader for a good few years, and I am lucky enough to have a lovely 1970 1302s as my first car. The Bug was an eBay buy, and so needed some work. My dad and I spent the best part of six months doing various jobson it, including removing and rebuilding the engine twice, and welding in new sections of floorpan. All this being done, I decided to celebrate finishing school in the only logical way, a 2,000 mile European road trip. Me and a mate drove through France, Belgium, Germany, the Austrian Alps, Switzerland and then France again over 11 days, meeting all sorts of continental VW enthusiasts on the way. Needless to say, my workhorse of a Beetle performed perfectly throughout the trip, until, of course, the day after we got home; when the starter switch almost completely melted; but its all fixed now! So, all in all, I'd like to thank your mag for inspiring my car choice, and ultimately inspiring this trip and if any other readers were thinking about doing a similar thing, I'd definitely recommend it!



^ Talk about an 'as new' interior

Kirk Sky, 1979 Bay

This is my latest Bus, it's only had one owner prior to me, a Mrs. Janet Connaughton, who bought it on 14 feb 1979 from Ron Price Volkswagen in San Francisco (it still wears the OG dealer plate). Janet only used it for a small number of years untill to petrol pump went in 1983. It sat for the next 35 yearsand when Janet passed away the Bus went to her daughter, who I brought it from. It is all totally original.

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The Big Waffle

Forget your fat biscuits, when it comes to Beetles, Joe Riley goes his own way

Words Mike Pye **Photos** Steve Sharp

By the time VW got round to replacing the Beetle, it had been developed about as far as it practically could be. The likes of Ralph Nader (cough, spit) helped assure the simple beauty of the original concept had been replaced by chunky, admittedly more effective, bumpers and lights, less pointy bits and more modern bits, like disc brakes and things that collapse in an accident, deliberately rather than unexpectedly. If you grew up with Beetles when they were new, these developments were improvements that made the car better and more enjoyable to drive but, when a car passes into the classic car world, common sense is thrown out of the window and concessions to modernity are considered impure. Unless, perhaps, you come into Beetles from Golfs. The same theory applies in the Golf world, of course, with chrome bumper Mk1s being the most desirable and anything later than a big bumper Mk2 16V seen as either 'late models' or daily drivers. So when Joe Riley went looking for a Beetle, after cutting his teeth on a diesel Mk1 Caddy – into which he swapped a Mk3 16V motor, along with Wilwood disc brakes and a host of other performance improvements – he was drawn to the more similar looking models. "It really annoys me when people are dismissive of late models. To me, they're just that little bit fatter, a little bit more like a Mk1 Golf," says Joe.

VW 1300
LTU
825L

"It really annoys me when people are dismissive of late models"

Talking with Joe, it's clear it's the more performance side of the hobby that gets him going, rather than just the looks. "I blame it all on my dad really. He's an engineer, and bought me the Caddy as my first car and taught me everything I know about cars. At one point he had 13 cars, and he's now got 15 motorbikes." While Joe's dad was into classic British stuff, it was VWs that piqued Joe's interest and, save for a brief dalliance with a hot Honda Civic, his loyalty to the brand has remained true.

Sense and sensibility

A residential architect by day, Joe works long hours, so is forced to temper his hobby with a certain amount of sensibility. "I try to keep just one fun car, and a sensible daily," he says with a smile. "That way you can concentrate on getting one car just the way you want it. When I was doing the Caddy, I was living in a flat with my fiancée, Natasha [Bug, as she's known to friends], and having to work outside in the street. That wasn't great.

"I'm good friends with Niall [Wright, he of the fendered '63 cover car on our May 2014 issue] and our little crew, TLC [The Lower Class] are all into Beetles, so when I'd gone about as far as I could with the Caddy, I ended up buying a Beetle. Actually, I'd bought one before – a Chinchilla Grey '69 – but it turned out to have loads of rust so, as I had the Caddy project on the go at the time, I sold it on again, but I'd always wanted to get another one." In the end, Joe bought this '72 off a friend. He'd already started the project, but decided it was too much work for him, being basically a rolling 'shell with no glass or wiring and various boxes of unlabelled parts, so Joe took it on, starting work in a small, single garage. "I stripped the car down there, but soon found the garage too small to work effectively in." Fortunately, another good friend, Mike Birch [the other half of Aire Valley Speed Shop with Niall] offered Joe the use of a bit of space on the mezzanine at his workshop, but it was only available for three months. It was a kind offer, and forced Joe to stick to a tight schedule, which coincided with the run up to Stanford Hall, where Joe planned to debut the car. All he had to do was put the hours in to get the work done.

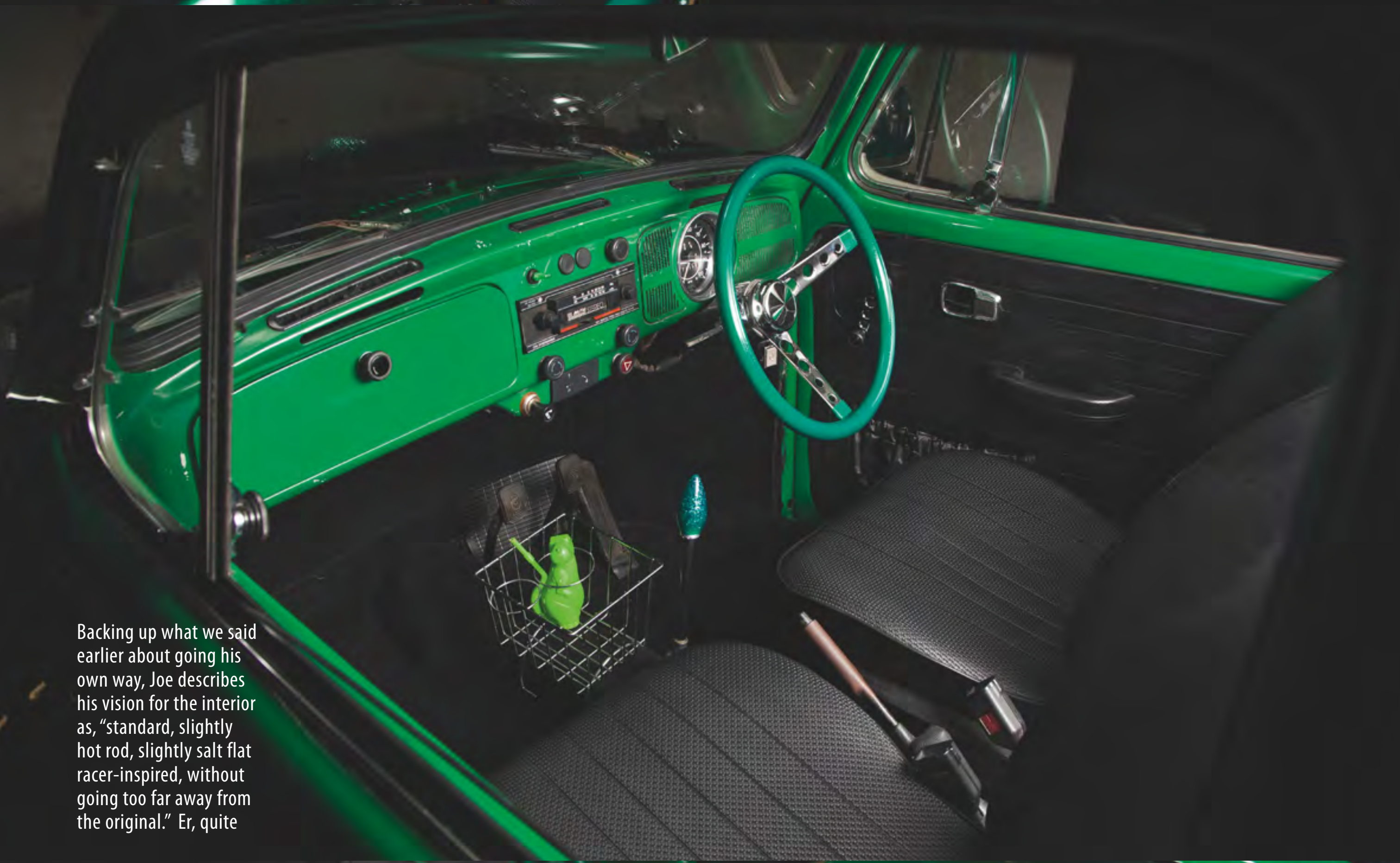
"It didn't need too much metalwork. The floorpan was solid, but I had to do some welding on the rear body mounts and I flattened off the bottom of the spare wheel well for ground clearance. When I stripped the primer off though, I found it needed further work on one quarter panel, so I did that again, flatting off and re-priming things as I went along. I'd done a lot of rattle can paintwork before, but this was to be my first time with proper paint and equipment. Finally, after two months of hard graft, the car was lifted down from the mezzanine on a forklift and pushed into Mike's new draw-through spray booth for the

TECH INFO

BODY: Stock 1972 1300 Beetle in Sumatra Green; fat bumper trim and overriders
INTERIOR: Re-trimmed stock-style seats; Madmatz carpets; Mooneyes green 'flake steering wheel and shift knob
ENGINE: Stock 1300 twin port
WHEELS AND TYRES: Original 5.5J Cosmics; 145/65 and 185/65 Continentals

Seats have been re-trimmed and re-padded by Joe using TMI products. Neat job, huh?

Mooneyes wheel was a present from Bug, Mooneyes shift knob a pressie from Niall and green plastic sun visor a gift from Mike. That’s the kind of friends you need



Backing up what we said earlier about going his own way, Joe describes his vision for the interior as, “standard, slightly hot rod, slightly salt flat racer-inspired, without going too far away from the original.” Er, quite

Air tank artwork is by an old friend of Joe’s who goes by the name of Vambo. Note extra air connector valve, just in case…

This shot better shows the workings of the single air bag beam, which necessitated some slight ‘clearancing’ of the bodywork

SWL250

top coats. "Each panel I did I got a bit better. So much so that now I want to go back round and paint the car again as I think I can make a better job of it." When Joe bought the car, it was already lowered with a narrowed beam, but something was definitely wrong: "I couldn't work out why it had such an interesting turning circle," he recalls. Like a haggis, it turned out it had one leg shorter than the other – that is to say the beam was an inch narrower on one side than the other. Luckily, being mates with Mike and Niall, the one thing Joe wasn't going to have a problem sourcing was a replacement beam, but Joe had his own ideas as to what he wanted: "I didn't want an air ride car, and I definitely didn't want to be running air shocks at 100 or 120psi, anything like that. I just wanted some air lift to help me get over a bump I have getting onto my drive." After some intensive research, Joe decided what he needed was a modified beam with a single, centre-mount bag that would allow him to get over the hump, as it were, but still keep most of the stock workings of the VW beam. The result is a custom, 5-inch narrowed, shock-less beam with all its torsion leaves still in place, a regular adjuster in the bottom tube that sets the ride height and a leading link in the top tube that clamps the leaves and upon which the air bag acts, raising the front of the car. Unlike offset single mount bag set ups, the load imposed during the raising process is evenly distributed across the beam, which still relies on at least some of its factory torsion bar springing.

> "I didn't want an air ride car… I just wanted some air lift to get over a bump getting onto my drive"

Mechanically, the rest of the car is pretty much stock at the moment, save for a significant amount of decambering at the rear and, as Joe put it, "a lot of playing about with the tracking", but that's something he's looking to change in the near future: "I'm not one for dawdling about [cue laughter in the background from Natasha], I'm pretty much either nailing it or not. The first thing I did on the Caddy was sort the brakes and suspension, but on this one all I've done is the suspension, which doesn't really sit too well with me. I want to put disc brakes on it, and I plan to go up to 1600cc with the engine, and put a Renault 5 turbo on it. So far the engine has been a bit of a swine, and it's a running joke with my mates as I've been through about 10 different carbs, but it's running nicely at the minute and it'll happily sit at 70-75mph on the motorway, which isn't bad for a stock 1300."

Hitting sixes

The other signature part of the car's look is the wheels. English 4-stud Cosmics were always part of the deal for Joe, confirmed by seeing Marco DeWaal's Jeans Beetle. "I don't like orange Beetles, but the way it sat was just awesome. It was a massive inspiration for me that car." The set of rims the car currently wears were bought from Graham Angus, then sanded, hand detailed and polished by Joe. "I'm on the lookout for a pair of six-inch wide ones for the rear [RW031s for the part number perverts], and I want to go up to 195/65s as I really like fat rear ends and skinny front ends on a Beetle."

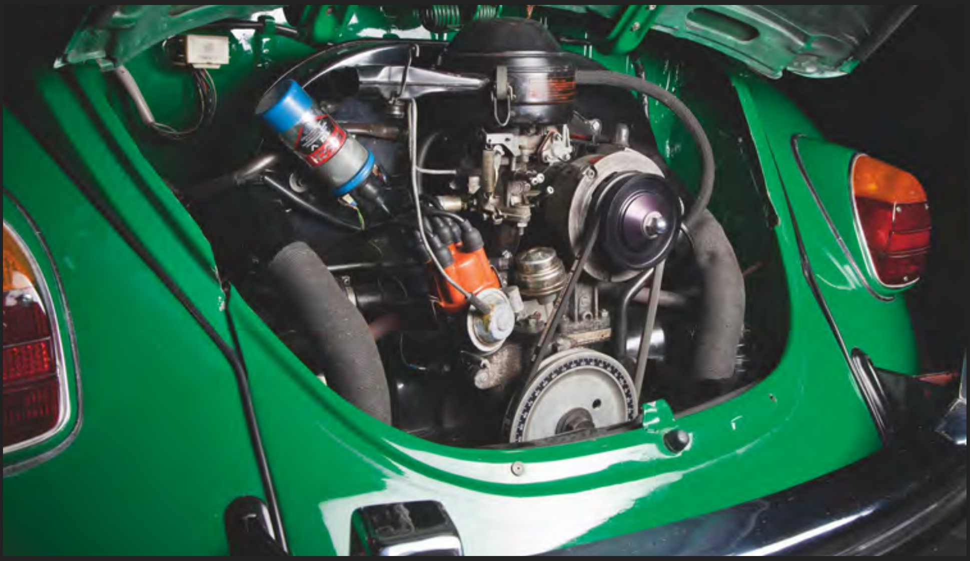
The interior might look a nice, original 'survivor', bar the green 'flake steering wheel and shift knob, but it too has seen its fair share of Joe's handiwork. "The seats were knackered when I got the car, so I bought a TMI seat cover kit and new horsehair pads, but when a local trimmer quoted £300 to fit them I thought bugger that, I'll do it myself. I found a guy in America who suggested spray glueing black felt over the horsehair before you put the covers on

Wanna know how to get your car to sit like this? Here's what you need: 3-spline drop, notched spring plates, Gaz Mini shocks, Aire Valley Speed Shop 5-inch narrowed, centre-mount air bag, shock-less beam; dropped spindles; long travel balljoints; good osteopath and it worked really well. I was chuffed when a couple of the GFK guys looked at the car at the DTA barbecue and commented it had nice original seats. I just smiled."

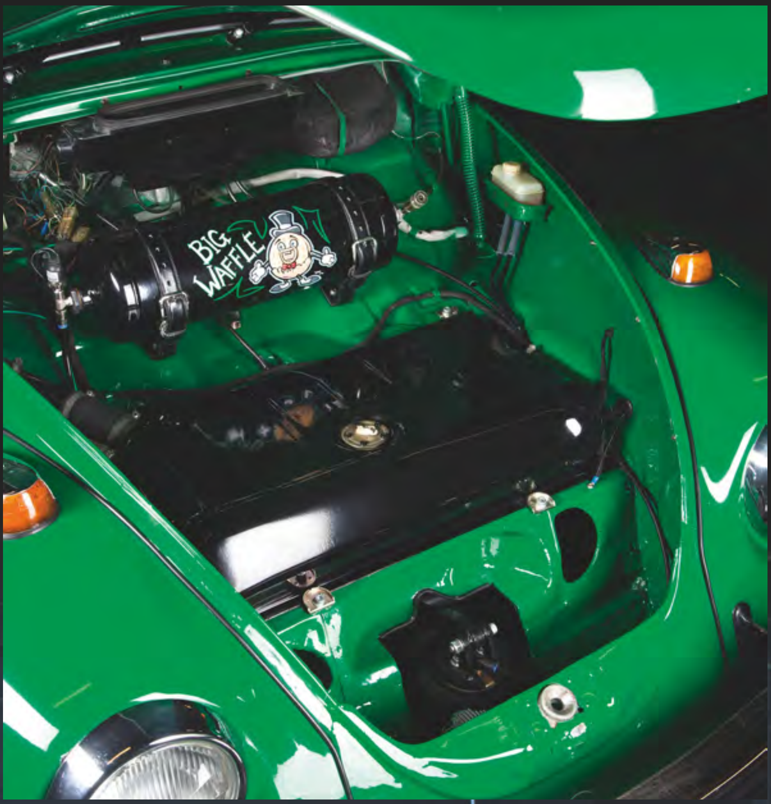
Like most people's VWs, Joe's car is an ongoing project that he's constantly tinkering with, but for the time being he's listening to his sensible inner self (and Niall) and keeping the car in one piece. That hasn't stopped him rubbing down and re-painting the engine bay at home when he took the engine out to fix the knackered gearbox mounts, or doing similar under the bonnet when he added the air suspension. "I've only got a small compressor at home, so I can only paint in short bursts when it's built up enough pressure, but I'm getting better all the time. And that's really my aim with the whole car. I've no intention of selling it, I just want to keep improving it, and improving on my own work."

Oh, and the Big Waffle bit? I'll let Joe explain: "I'm into my VWs, but I'm not really geeky about it. We were at Edition 38 and Matt Balls' Golf was there. I looked at the interior and said to my mates, 'Is that that big waffle pattern in the seats?' They've been ribbing me about it ever since!"

Thanks: My dad (Nick), my mum (Jenny), my fiancée, Bug, all the TLC boys and their wives – Niall, Mike, PJ, Roger, James Luck, Ry and Chris, Johnny from down my old street for the sweet pinstriping / paintwork on the air tank and Bob Monie, the hidden paint gem, for mixing the paint by taste and putting up with all my questions.



Engine is a stock 1300, with a top end rebuild by Joe, but plans are afoot…



Vi-air compressor is mounted in the flattened (for clearance) spare wheel well) and the air tank has the Big Waffle dude on it

"This was my first time with proper paint and equipment"

Rolling stock comprises 145/65 and 185/65 Continentals on 5.5J original Cosmics, or RW033s to be precise. Straight outta Walsall, man

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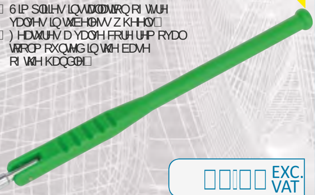

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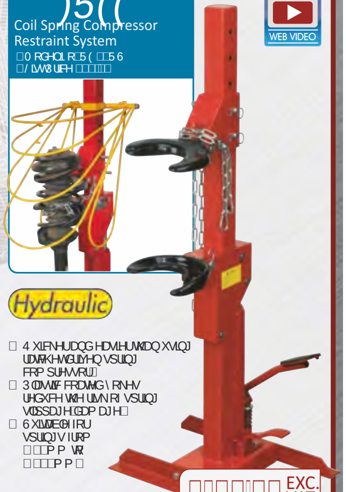

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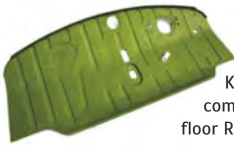
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Eastnor Castle

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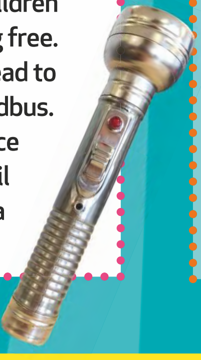
Entertainment will be no joke, with a great selection of music and family entertainment lined up for the entire weekend. The perfect escape for the whole family, including the dog, brought to you by *Camper&Bus* magazine

Bring the family

This is a family-friendly event, so come one, come all. We're sure there will be something for everyone to do from our banquet of activities and entertainment spread across the whole weekend. Get stuck into the family fun, or simply enjoy some quality family time in the rolling hills around Eastnor Castle. A family ticket for the whole weekend includes two adults and three children, or OAPs. Tickets can be purchased online at www.vwcamperandbus.com, or by calling Nicky McKirdy directly on 0208 726 8313 (9.30-2.00pm)

Advance tickets

An advance weekend ticket costs £39, with children 16 and under going free. To book tickets, head to www.vwcamperandbus.com. Order advance tickets before April 7 you and receive a free retro torch!



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Camping is free to anybody that holds a weekend pass. You may arrive Friday afternoon and depart late Sunday or any time in between. You'll be given the royal treatment on your country escape with plenty of toilets and hot showers available for the weekend, not to mention waking up to the most wonderful views each morning

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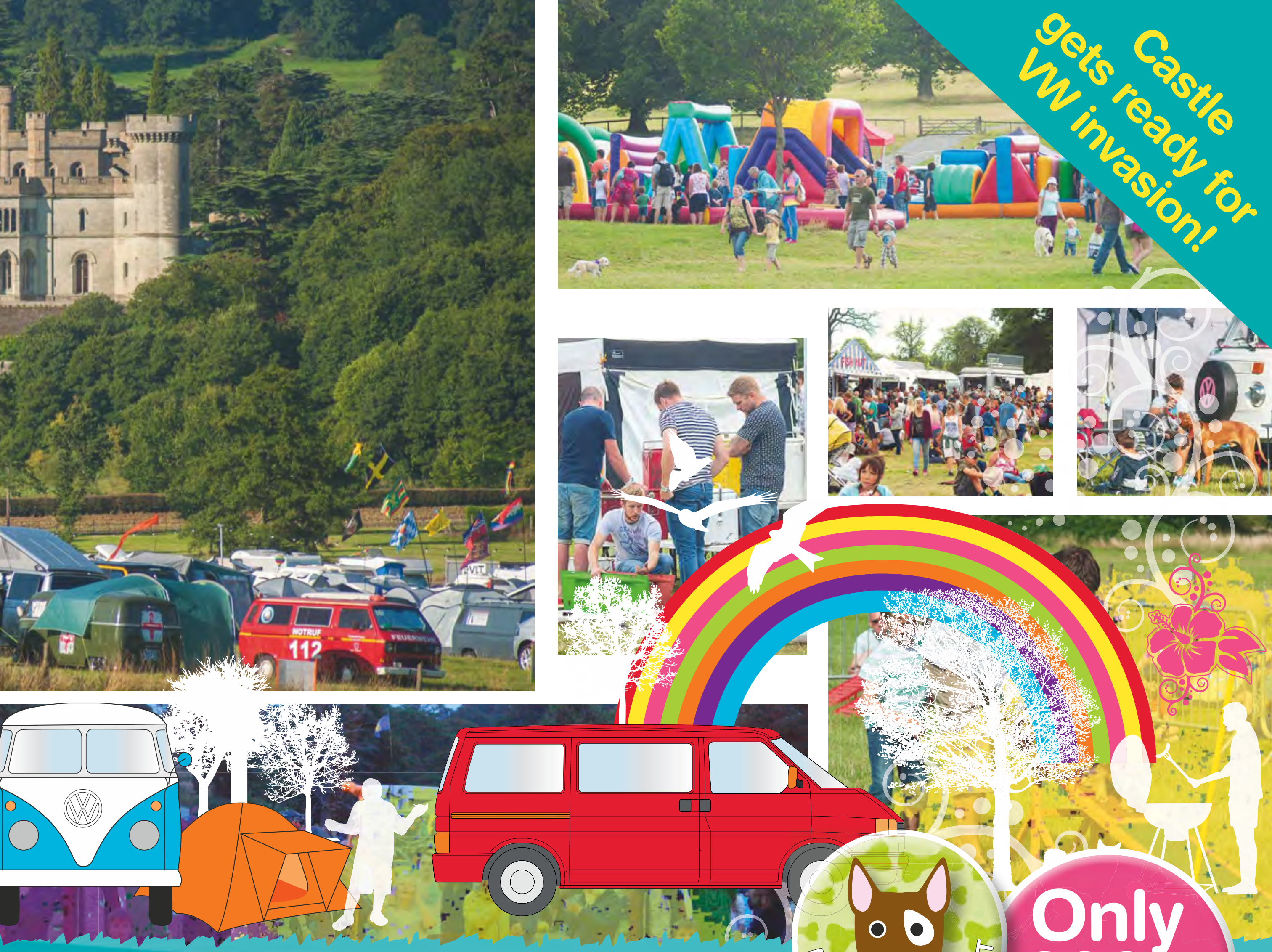
Castle gets ready for VW invasion!



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The hilly terrain of Eastnor Castle is the perfect place for an all-action Soap Box Derby. Whether your entry takes 30 minutes or three months to construct, we would love to see you all on the start line. This is guaranteed to be one of the most entertaining and amusing parts of the weekend – for competitors and spectators alike – and the more entries there are, the merrier it will be. Before you start building your noble steed or your chariot of power, check out the rules and regulations and decide which category best suits you at www.vwcamperandbusmagazine.com. Let battle commence!

Music

We're lining up the perfect mix of music to soundtrack your medieval moment. This doesn't mean banging techno that will leave your ears ringing, but a great selection that will get everyone from the tiniest tots to the most glamorous grans up on their feet

Dogs

You're furry friends are more than welcome at the show, after all they're the bravest little dragons to have by your side for the weekend. Train them up so they can compete in our dog agility test, or dress them up for the best dressed dog competition

The Vans are the stars

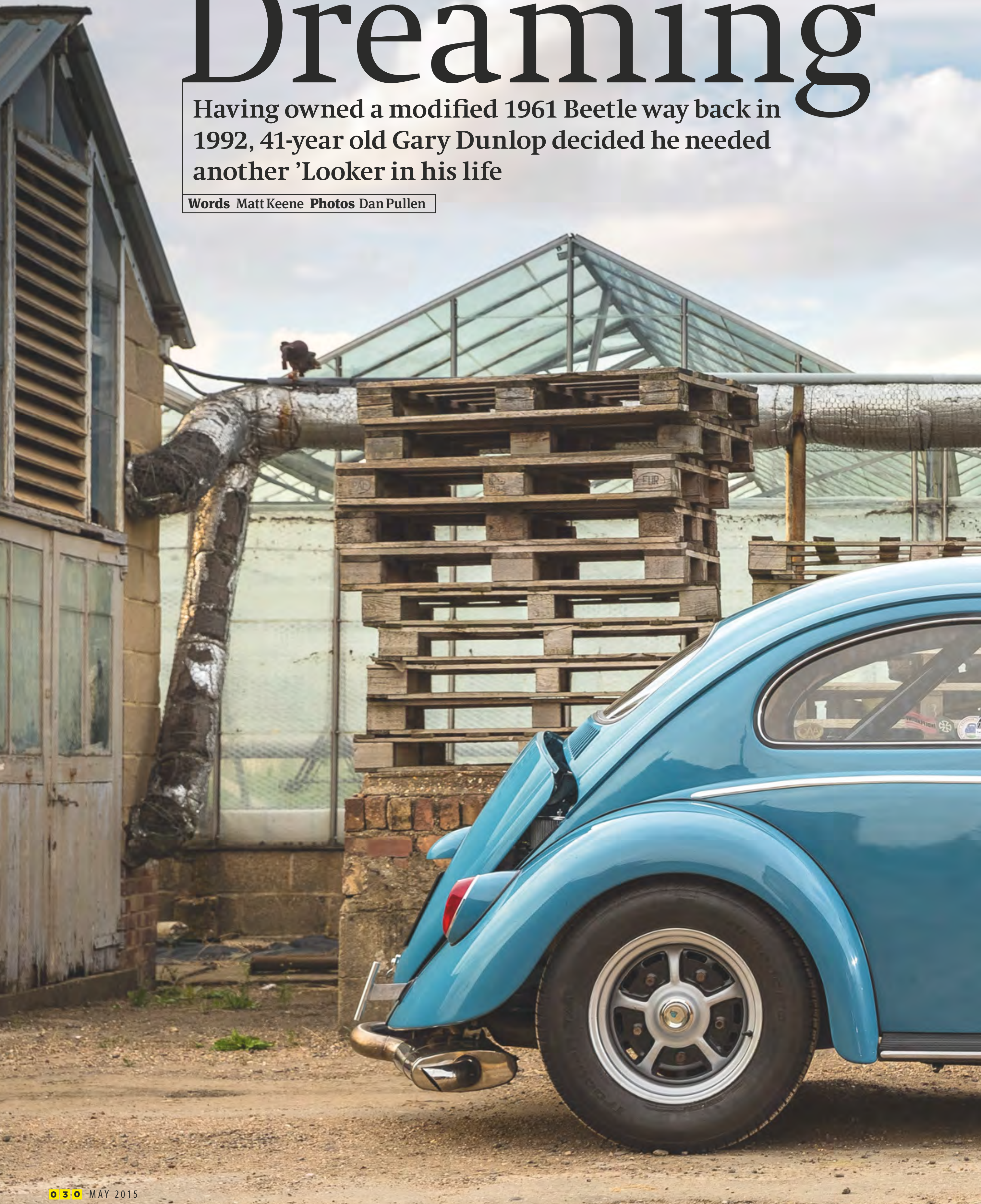
Yes, you can all be the hero in your own fairy tale this weekend, but the real stars of the show are the VW Transporters, in all their guises, plus the air-cooled Beetle of course. With a show 'n' shine, club displays and some special crown jewels too, your starring role will be stolen from you with one swipe. If you're coming to the show, check out the website to find out how your Van can participate in the action

Book now: www.vwcamperandbus.com/show

California Dreaming

Having owned a modified 1961 Beetle way back in 1992, 41-year old Gary Dunlop decided he needed another 'Looker in his life

Words Matt Keene **Photos** Dan Pullen

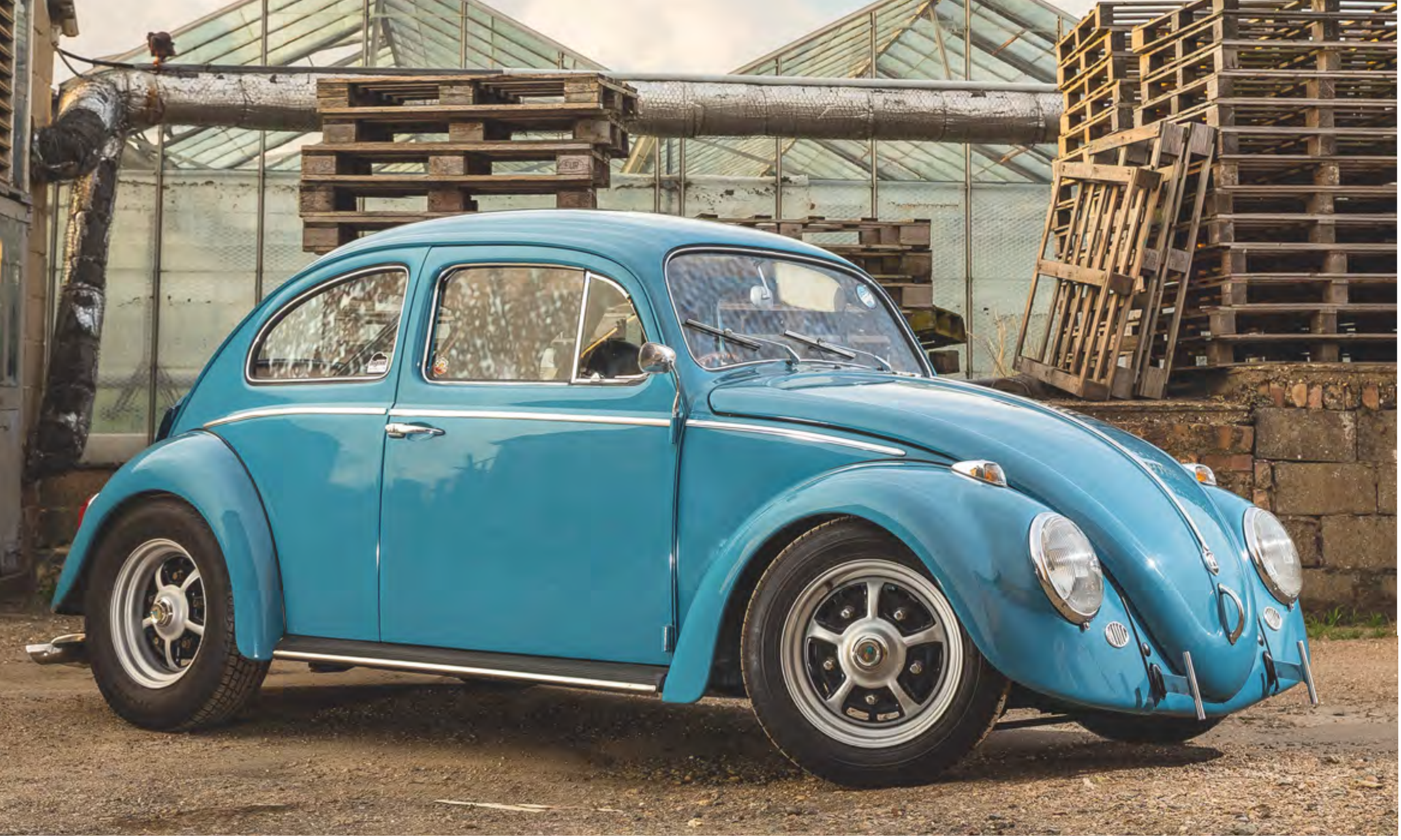


Nostalgia is a potent, memory-evoking process that can transport one's mind to times gone by, when life was less complicated and things just seemed a little easier going. I don't want to sound like an ageing hippy here, but nostalgia is kind of a spiritual driving force behind many of us keen to have tangible connections to our own bygone experiences. What is it that triggers nostalgic thoughts? Well, I'm sure it's down to the individual, but for me it can be anything from a piece of music to a simple object that sends me back in time to a certain place, event or memory.

Gary Dunlop certainly fits within the framework of my little nostalgia analogy for, without his hankering to have a connection to his past, this car might not be gracing these pages of *VolksWorld* now.

You see Gary has been into Volkswagens since the very first issue of *VolksWorld* in 1987. Back then, Volkswagen publications were few and far between. If you wanted something cool to read, you had to buy expensive, US-import magazines, or you had to wait for *Custom Car* in the UK to whet your appetite with the occasional VW feature.

So Gary spent much of his time, and most of his pocket money, dreaming about Volkswagens, yearning for the day when he would be able to drive one for himself. A part-time job at Macky D's whilst he was at college earned him enough for his first cheap runabout, but it wasn't until Gary graduated and entered full-time employment that he could afford to buy his first VW – a 1961 Anthracite Bug, with cream sides. This was around 1992, and he recalls fondly the times when he was the designated driver amongst his friends: "I used to think I was the bee's knees driving my Bug about, and it was my daily driver, come rain or



Traditional Cal Look nose-down stance is complemented with period-style repro Sprint Stars shod with 155 Michelin and 205 BF Goodrich rubber. T-bars add to the overall theme

shine. In the winter time my mates would always forget there was no heating in the car, so I would be dressed up in a coat, scarf and hat whilst driving and my mates would be in their shirt sleeves freezing their nuts off. They never learned, it was hilarious," remembers Gary.

Double glazing

As seems to be very common amongst feature car owners, life often gets in the way of our little hobby. For Gary, a house purchase and new double glazing meant he had to sell his first Volkswagen, but the seeds of a life-long passion had been sewn. Gary married and had two children, which then lead to numerous Bay Window Buses – particularly Westfalias due to their practicality – but deep in the vaults of Gary's memories that little seed was germinating, to the point where he knew he had get another Beetle. But not just any Beetle – it had to be a 1961 Cal Look Bug to re-kindle his youth. Ah, nostalgia! Gary: "I placed a wanted ad on Volkszone for a 1961 Cal Look Beetle and, after a while, a chap called Ian from Cheshire messaged me about his unfinished project that had sat idle in his garage for approximately six years. As I lived four hours away though, it wasn't just a case of nipping up the road and taking a peek." Lengthy emails with multiple attachments followed, and there was much deliberation over the 'phone before Gary eventually found the time in his busy schedule to go and view the Beetle. "The car was everything I was looking for in that it was the right year and was built to my taste," he recalls. "I would say it was about 90% there, and it came with a lot of cool stuff like a locking Gene Berg shifter, original Sprint Star wheels and CSP disc brakes."

> "I wanted a mix of traditional Cal Look, with a bit of race car thrown in"

So, off to Cheshire Gary and good friend, Mark, went, and the journey proved very fruitful. "The car was exactly as described. It had had most of the hard work done, such as a good quality paint job, lowering job and suspension and brake upgrades, but there was still enough left to do for me to put my own stamp on it and make it mine, so a deal was struck and the car headed back to Essex."

TECH INFO

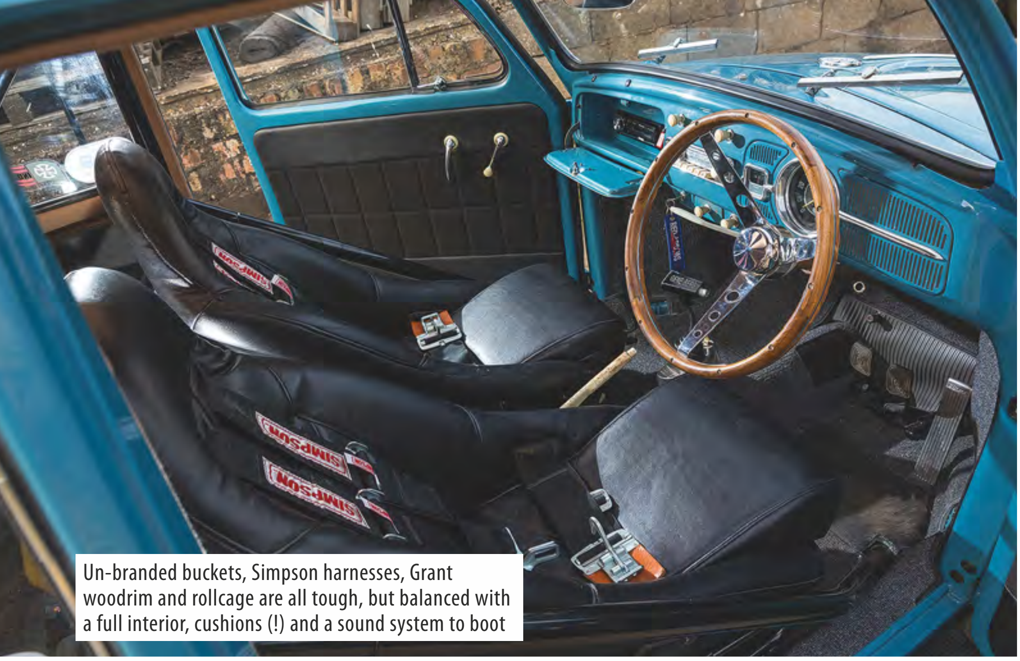
BODY: Stock 1961 Beetle with t-bars and stand-offs
ENGINE: 1641cc; Engle 110 cam, dual Kadrons; mildly re-worked heads
INTERIOR: Rear seat removed; rollcage; racing bucket seats; Simpson harnesses; Gene Berg shifter; Grant woodrim steering wheel; fat biscuit-style door cards
WHEELS AND TYRES: 4.5 and 5.5J BBT repro steel Sprint Stars; 155 Michelin XZXs, 205/70 BF Goodrich Traction T/As

Once back home, Gary entrusted the Beetle to Paul Munro at Bugmad Customs in Roydon, where the Bug would receive its finishing touches and additional trinkets. Gary: "I wanted a mix of traditional Cal Look with a bit of race car thrown in for good measure, as I like that combination. I sourced a rollcage, some race-style seats and Simpson harnesses to give the interior a race car feel. Outwardly, I tried the car on BRMs, but didn't like it, so I did a deal on my original Sprints Stars for a set of steel BBT Sprints and a wad of cash. The deal may sound strange, but it helped me purchase other accessories, which I couldn't have otherwise afforded."

Alright treacle?

When Gary purchased the car, it came with a 1641cc motor, but it was untested as the Bug's fuel tank and lines were full of a treacle-like substance that was once petrol. "I got Paul to overhaul the fuel system, cleaning out the fuel tank and replacing the fuel lines and then we fired up the old girl. I was a little sceptical at first about the motor but, with a little tuning, it turned out to be awesome. For a little 1641 with an Engle 110, some head work and a pair of Kadron carburettors, it really does fly," reports Gary, happily.

Although it may not sound like there was a great deal of work to be done by Bugmad, Gary's life commitments and busy job meant it still ended up residing there for 18 months. However, in this period Gary would pop



Un-branded buckets, Simpson harnesses, Grant woodrim and rollcage are all tough, but balanced with a full interior, cushions (!) and a sound system to boot

A locking Gene Berg shifter scores highly on any Cal Look aficionado's check list

SIMPSON
SIMPSON

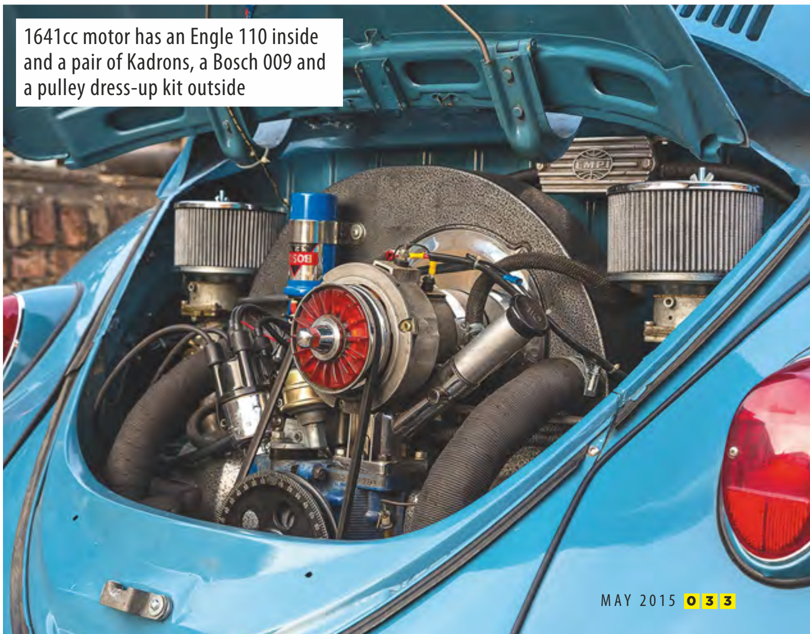
Strap yourself in and go for a blast. It may only have a 1641cc motor, but Gary reports it's a brisk ride

Gary shows his old school colours by cranking out a vintage Billabong t-shirt for the shoot

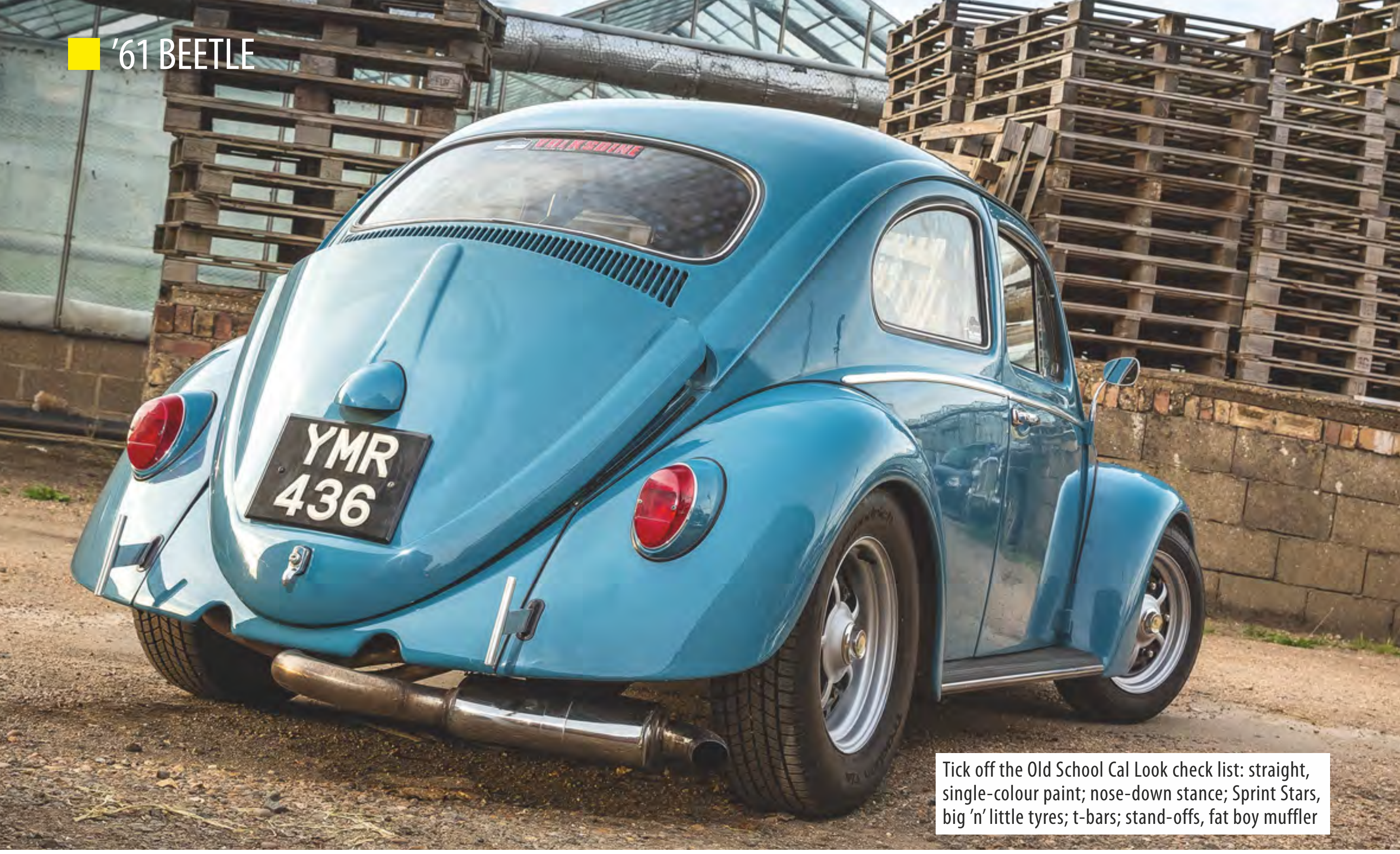
The original Blaupunkt radio still resides where it has been since 1961. Cool as…

Stainless steel turbo muffler looks the part, and sounds the part, too

Underneath the bonnet it's as clean as it is on the outside. During the restoration, the car sat so long the petrol in the tank had turned to treacle



1641cc motor has an Engle 110 inside and a pair of Kadrons, a Bosch 009 and a pulley dress-up kit outside



Tick off the Old School Cal Look check list: straight, single-colour paint; nose-down stance; Sprint Stars, big 'n' little tyres; t-bars; stand-offs, fat boy muffler

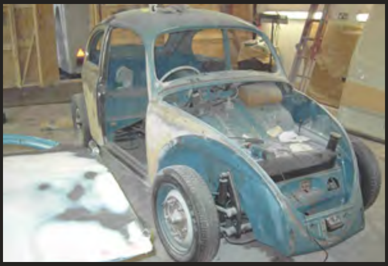
“This time the Beetle had to be sold to raise funds for a new central heating system”

in from time to time to fit the latest accessory purchased from the internet: “I decided to fit a decent stereo, so had Paul create a body-coloured head unit mount in the glove box as I wanted to keep the stock radio in the dash. We then built some custom kick panels up front to fit some six-inch mids and tweeters into, then built a rear parcel shelf housing two 6 x 9s for a bassy punch.” Gary then covered the entire floorpan and rear parcel shelf area with Dynamat to allow the stereo's tunes some clarity over the drone of the stainless muffler.

As a rollcage took up most of the rear of the vehicle, the rear seat was removed. A new cream Mohair headliner was duly fitted by Stitches in Dunmow, and this complements the fat biscuit-style door cards, which came with the car. Outwardly, Gary kept the styling pretty simple, but fitted some decklid stand-offs for extra cooling and race cred.

Two months after completing the car, Gary and his family moved house and, believe it or not, this time the Beetle had to be sold to raise funds for a new central heating system! Gary: “Sadly, it was a necessity. We had to jump on this house quickly – you know how it goes – and I guess heating is more important than a toy in the garage. But in the short time I drove the Bug on the street, it got to go to a few local club and diner meets and my son came along for the ride and he loved it.” You can gues what comes next. Now Gary and family are settled in the new house, he's on the look out for another Bug. No prizes for guessing what year. As I intimated earlier, nostalgia really can get under your skin… ■

THE BUILD



> The Beetle had been looked after by its previous owners, but still required the usual 'British VW' welding work. We can see a driver's side sill has gone in here and a lower rear quarter panel

< It doesn't appear to have been stripped to bare metal but, prior to Gary's purchase, the Beetle had been given a full repaint, including under the bonnet and in the engine bay...

> ...as well as the outside of course. High-build primer was used to give a solid base upon which to build the colour coats

< The car has been through a number of sets of wheels, including Center Lines, original Sprint Stars, repro BRMs and, finally, the BBT Sprint Stars it wears now. Which would you have chosen?

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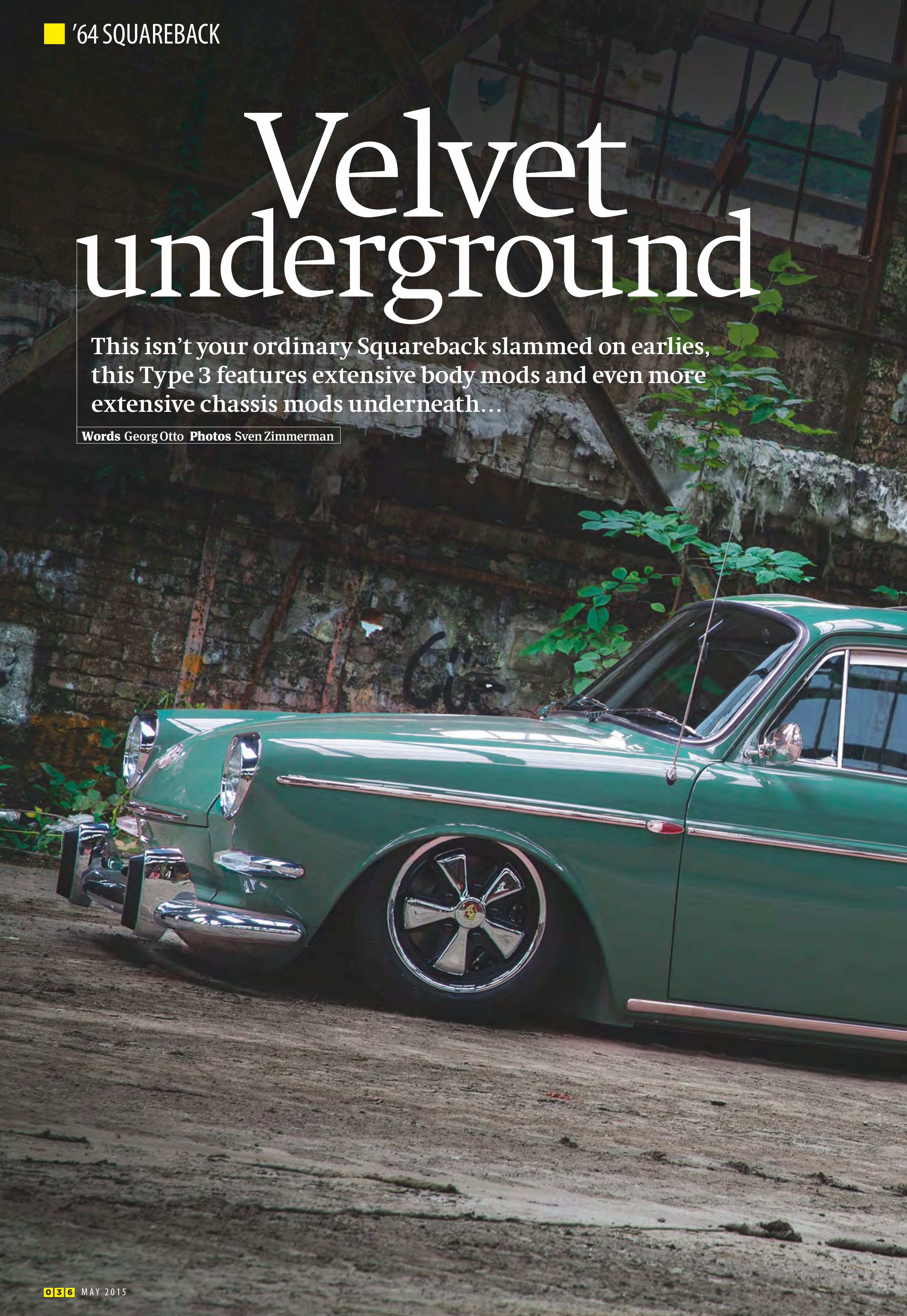
Velvet underground

This isn't your ordinary Squareback slammed on earlies, this Type 3 features extensive body mods and even more extensive chassis mods underneath…

Words Georg Otto **Photos** Sven Zimmerman



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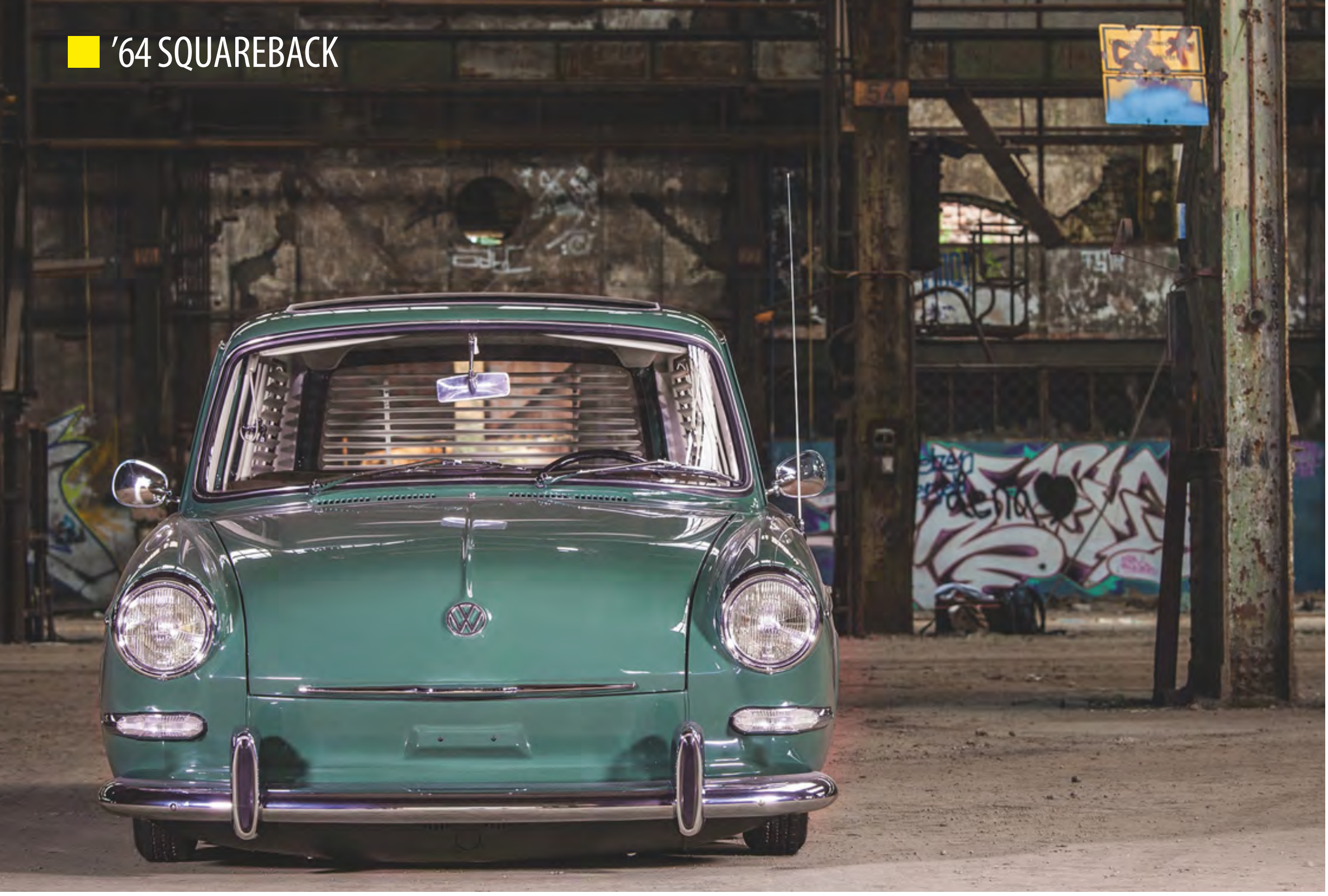


^ Twin door mirrors are both from the driver's side – one for a RHD car, the other for an LHD one

You're wrong! At least, you're wrong if you think Michael Moos' Squareback is just another lowered Type 3 rolling on Fuchs, as this is actually one of the most modified Variants we know of, it's just not immediately apparent from the outside. But let's rewind to 2008 and the beginning of this story. Michael's a self-employed tiler and, running his own business means having little spare time, but the few hours he does have free are totally devoted to his hobby, which is air-cooled VWs. "It all started with a patinated '58 Beetle that I transformed into a fully-loaded Resto Cal. After driving around in it for some time, I felt the urge for a new project. A Squareback had always been high on my wish list, so I started searching for one. I wanted an early one with a sunroof, and I knew I had to take whatever came along as they're as rare as hen's teeth!" And yes, the car he finally found was an early one – a '64 to be precise – and yes, it had that desirable steel sunroof. But, and there's always a but, the car was a complete rust bucket. "I knew I wouldn't find a better one, so I bought it, even though I'd never welded body panels before in my life. But it's never too late to learn, right?"

> "In all I bought 13 doors until I had a matching and spotless pair. I know, I am a bit picky"

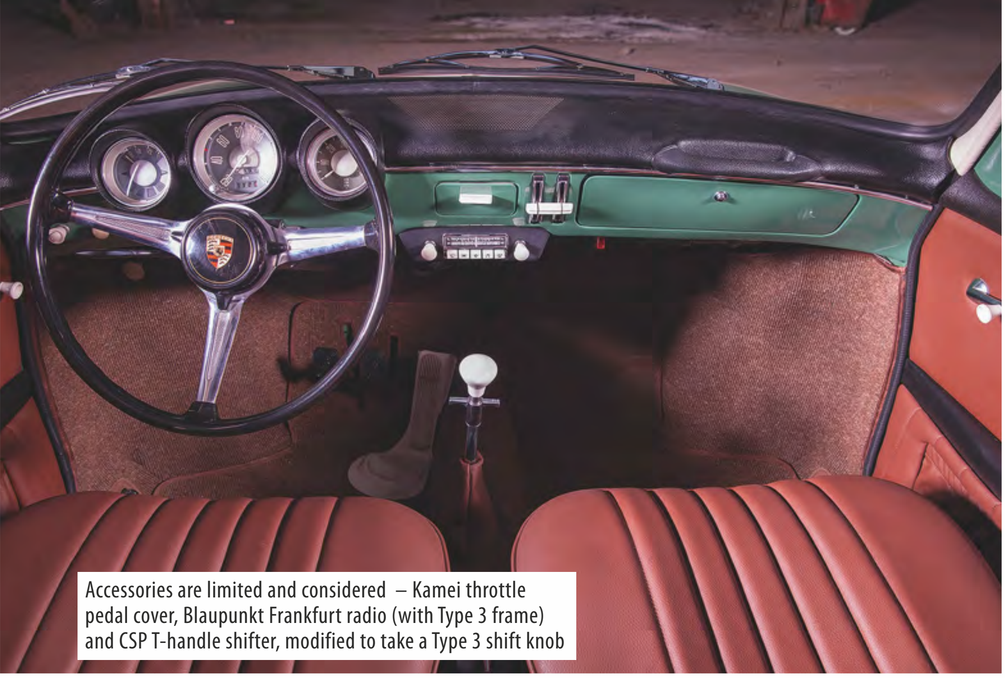
Good used or pricey

Every Type 3 aficionado knows how difficult it is to find sheet metal for early Type 3s. There are some late model reproduction parts around of fair quality, but almost none for pre-'70 cars. So good used or pricey NOS parts are the only solution. "Mario Steinhauser of T3HQ was a massive help, but even he wasn't able to find all the parts I needed that are specific to a '64. That's why I had to buy later panels, cut the early model characteristics out of the old sheet metal and graft them into the new panels. A good example is the front apron. I bought a universal version and modified it with the horn grilles from the old '64 apron. I didn't want any Type 3 experts saying I'd used a wrong panel somewhere," says the 36-year old. Details like this run like a common theme throughout this restoration. Michael modified the outer and inner sills, heater channels, front and rear aprons, the left side rear quarter panel and the right side front wheel housing using this method. Wings, bonnet, rear hatch and doors were changed for NOS or good, rust-free, used parts. "In all I bought 13 doors until I had a matching and spotless pair. I know, I am a bit picky when it comes to my air-cooled rides!" If you think that's it regarding the body, you're wrong again. The 'shell might have been solid as a rock by now, but Michael's plan involved a serious lowering and narrowing job, but you can't achieve that with stock suspension. A Type 3 beam can't be narrowed because of its torsion bar design. Some people have solved this 'problem' by modifying the framehead to accept a Type 1-style beam, but our German friend isn't a fan of this conversion. His explanation: "The Beetle beam is not made for the weight of a heavy Type 3, that's why I went down a different road." What Michael came up with is something really special. No wonder, as he builds adjustable beams as a sideline under the name of Dog Back Beam Performance. "My initial plan was to raise the beam mounting brackets by 1.57 inches,

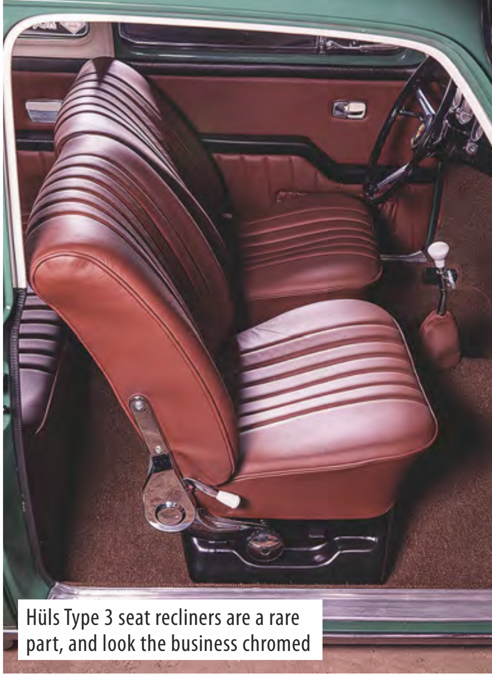
TECH INFO

BODY: 1964 Type 3 Variant 1500S; special order L521 Velvet Green; raised framehead and upper beam mounts; modified anterior inner wheel wells, front apron and spare wheel well; custom made 2/3-size fuel tank; NOS bumpers with VW accessory overriders

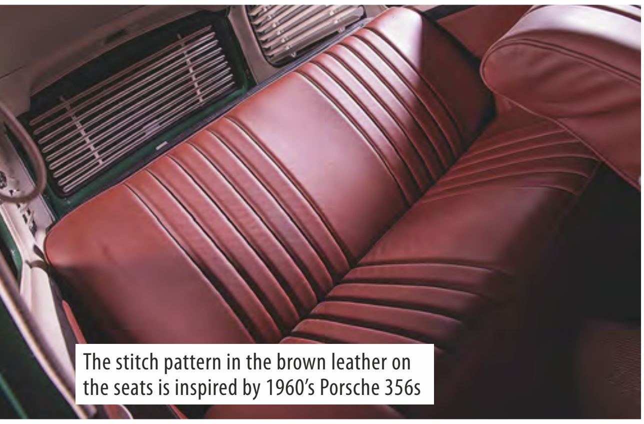
ENGINE: 1776cc Type 3; Engle W100 cam; twin EMPI 34EPC carbs; CSP bellcrank linkage, Tri-Mil exhaust



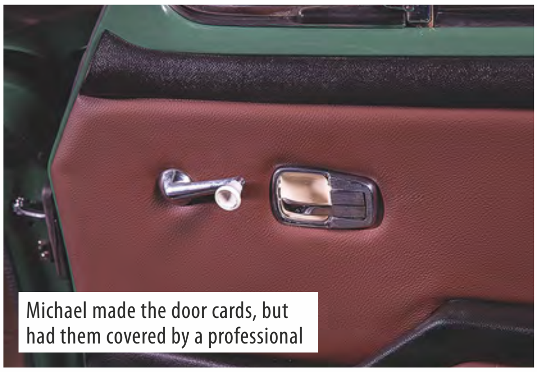
Accessories are limited and considered – Kamei throttle pedal cover, Blaupunkt Frankfurt radio (with Type 3 frame) and CSP T-handle shifter, modified to take a Type 3 shift knob



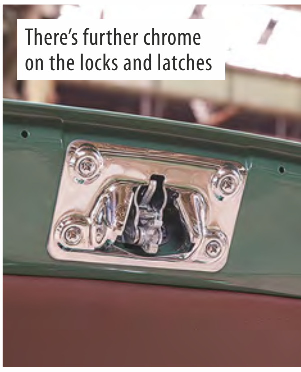
Hüls Type 3 seat recliners are a rare part, and look the business chromed



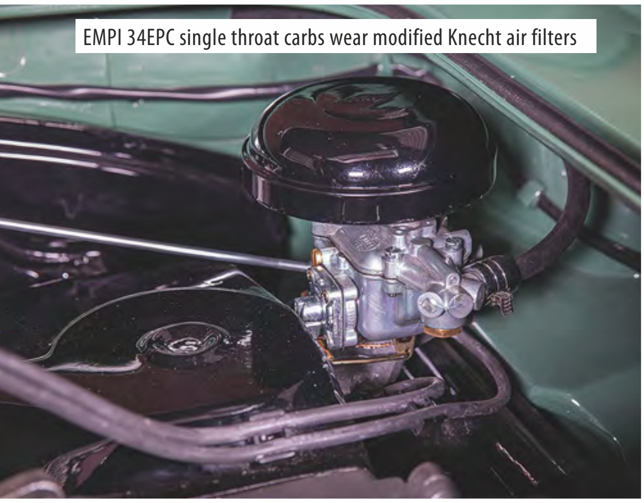
The stitch pattern in the brown leather on the seats is inspired by 1960's Porsche 356s



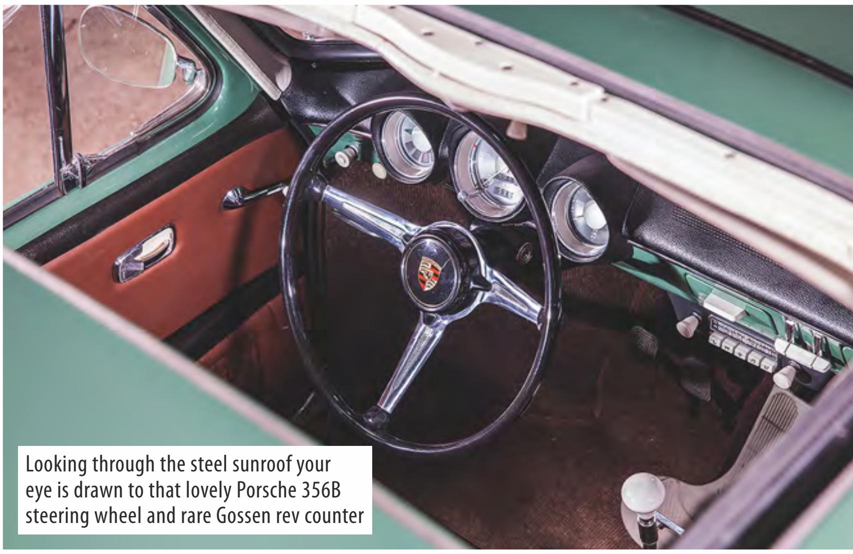
Michael made the door cards, but had them covered by a professional



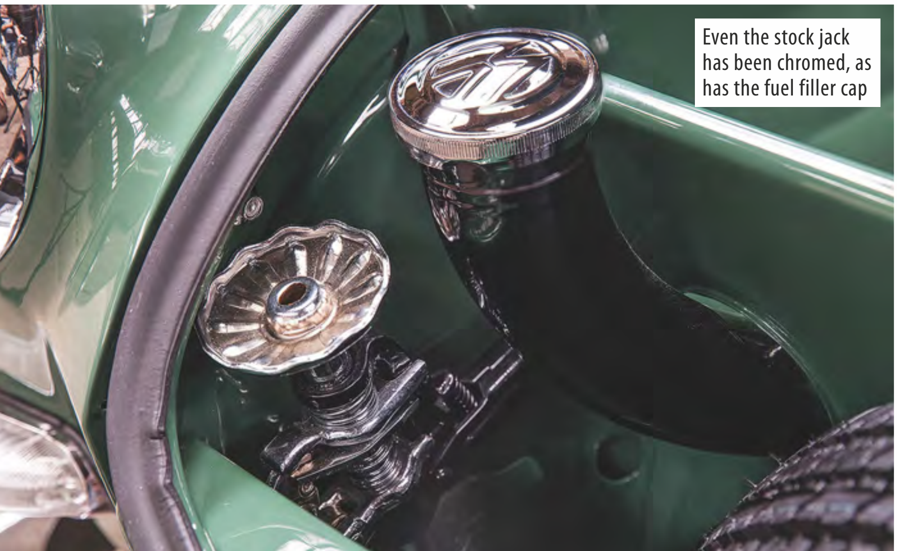
There's further chrome on the locks and latches



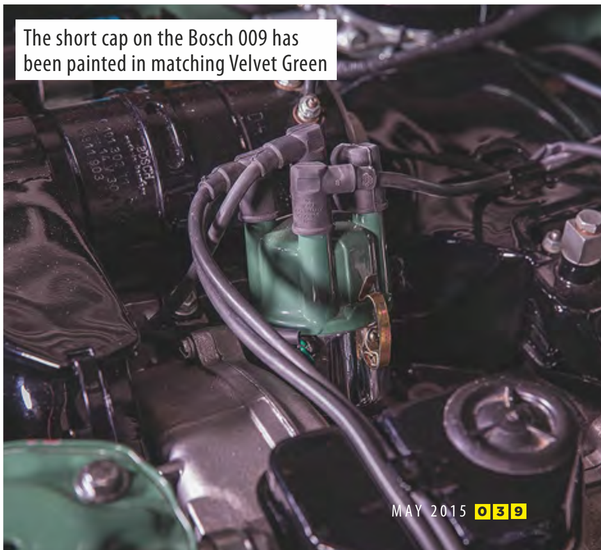
EMPI 34EPC single throat carbs wear modified Knecht air filters



Looking through the steel sunroof your eye is drawn to that lovely Porsche 356B steering wheel and rare Gossen rev counter



Even the stock jack has been chromed, as has the fuel filler cap



The short cap on the Bosch 009 has been painted in matching Velvet Green

^ A full complement of Aussie-spec venetian blinds means Michael can sleep in the back of his Square and preserve his modesty in the morning. As if!

using the stock Type 3 beam, but after building several adjustable Barndoor beams for customers I realised how perfectly those axles with their shock towers would fit my Squareback. I stayed with the idea of raising the mounting brackets, which made modifications to the upper beam mounts on the body necessary." They were raised by 1.57 inches, but the changes aren't visible to the untrained eye. Now that the beam mounting brackets weren't the lowest point any more, the front end had to be modified as well to get the car that low without scraping the ground. To do that, I shortened the front valance by one inch and the spare wheel well by almost two inches. Both look stock, but aren't!"

"The Beetle beam is not made for the weight of the Type 3"

Trapeze artist

The beam itself is a Barndoor Bus-style unit, completely built from scratch, and it's a really trick piece of engineering. The first thing you have to know is that the upper and lower trailing arms of Buses are different in length by around 4mm. This offset is compensated for by the spindles. Michael turned his spindles upside down and swapped them left to right, but that would have resulted in an 8mm offset. The solution of our beam builder was a trapeze-shaped beam with its upper tube 3.54 inches shorter than a stock Barndoor version and the lower one 4.72 inches shorter. "When I had this problem fixed, the next

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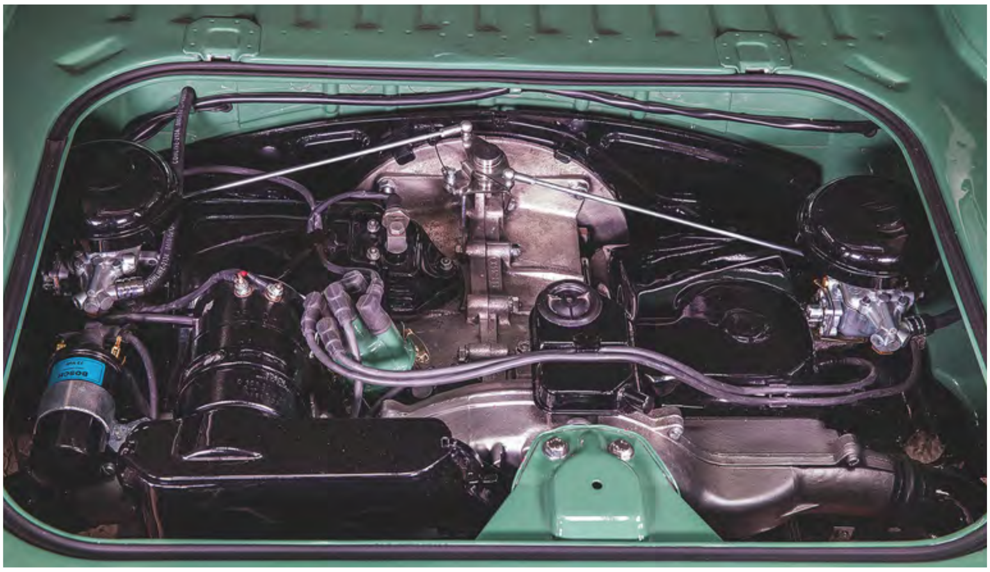
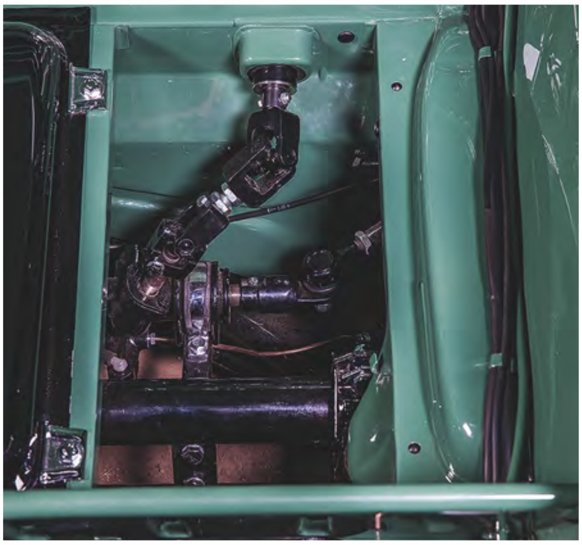


Wilfried Wittkuhn, the German Ron Fleming, built the 1776cc long block



A custom made 2/3-size fuel tank leaves space to admire the beam and rack and pinion steering made from Mk1 and Mk2 Golf bits

one was already on the agenda – mating the new beam to the Type 3 brackets. After various attempts, I came up with some steel adaptors with the shape of the Type 3 beam on the outside and the Barndoor beam shape on the inside. Actually it's a very simple solution, but it took me a while to figure it out!" But what about the steering column? That wouldn't work with the new arrangement, but Michael thought his way around this problem, too. "I combined rack and pinion parts from a Mk1 and Mk2 Golf and made everything fit."

Tunnel of love

Before he lowered the back by simply turning the rear torsion bars by three splines, Michael took on another task. "Due to a lack of good reproduction 'pan halves back then, I chose to cut the tunnel off my original chassis and put it on a donor chassis, which was in better condition. This way I could preserve all the typical '64 details." A homemade air ride suspension consisting of four air shocks allows Michael to adjust the ride height whenever necessary. While Monroe made the ones up front, the rears are more commonly found beneath the cabs on trucks. "They needed a bit of modification, too," reveals Michael with a grin. More modifications were required to adapt the Porsche 944 discs all around (with 944 Turbo calipers up front and 964 Carrera calipers in the rear). The choice of wheels? Early Fuchs, of course, chromed and detailed by Al Reed in California. Skinny 125-15 Firestone F560s wrap the 4.5s and meaty 205/60-15s the deep sixes, with 10 and 22mm spacers completing the picture. "The perfect stance is so important for a car. It's easy to make it wrong and it takes some time to get it right!" Well said, Mr. Moos.

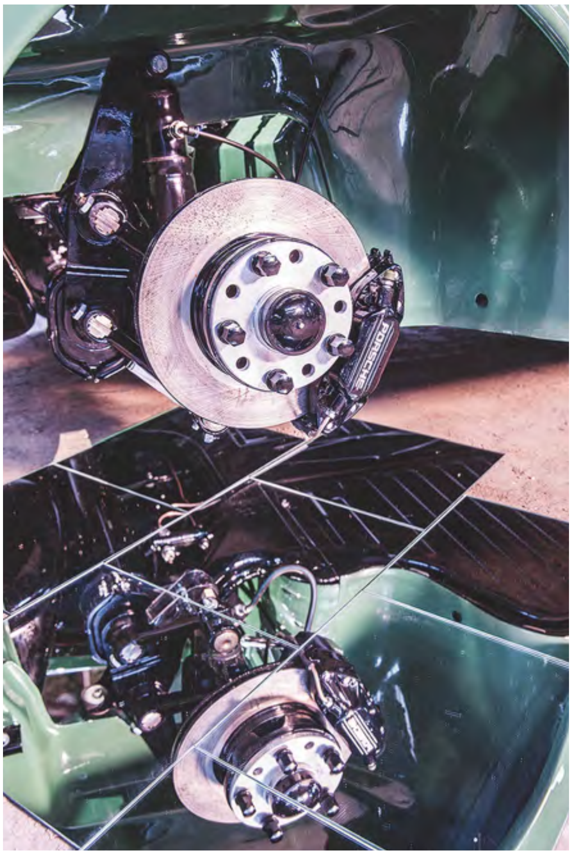
TECH INFO

SUSPENSION: Dog Back Beam Performance Barndoor-style adjustable beam; 3-spline drop at the back; Monroe and truck cab air shocks

WHEELS AND TYRES: 4.5 and early 6-inch Fuchs; 125 and 205/65 Firestones

When Michael started this project he had never welded body panels before

With the body and 'pan finished, it was time to find the right paint shop to make it all look pretty. "I asked around in my area but all the painters told me they prefer to do insurance jobs, rather than paint classic cars. I had no clue where to go, until I saw the red and white Deluxe [Samba] of Andy Finch at Le Bug Show at Spa in 2012. The paint on the Bus was outstanding, and I had to find out the painter responsible for it. A few weeks later I got in contact with Andy through Marco De Waal of MarCo Supplies. He sent over some photos of his work and they just strengthened my decision to have my car painted at his shop, Spike's Vintage Restorations." In March 2013, Michael trailered his Type 3 the 1,150 miles to England. "I combined it with a visit to The *VolksWorld* Show and, on that day, said to myself, 'next year my Square will be here at the show.'"



Porsche 944 vented discs sit on Bus spindles combined with a custom built, Barndoor-style beam. You certainly won't find another Type 3 with this suspension set up!

Home and away

Now that a goal was set, the bachelor started to organise what he could do at home while the body was abroad. The seats, rear bench and door panels were all sent to a local coachtrimmer, while Wilfried Wittkuhn from Wittkuhn Tuning took care of the engine. It was upgraded to 1776cc with some mild performance parts like an Engle W100 cam and ported and polished VW cylinder heads. In the meantime, Michael worked on the chassis. "It had to be as good as the body, so I spent ages sanding, filling, sanding and filling again. I then had it painted at a local paint shop." It was done just in time to be mated with the body, which was finished in August of 2013. "Andy's work exceeded my expectations. The paint really was mile deep, and shiny as a new penny. And yes, if you're wondering, it's the original Velvet Green, which was only available as a special order colour for the '64 model year as it wasn't officially introduced until the '65 range." The assembly process started in November, by which time most of the components were ready for installation. "It was a hard time, running my business at daytime and working in the cold garage at night." New Year's Day saw the completed and rolling chassis and body reunited, with only three months to go before the show. That might sound a lot, but it isn't when you're doing everything on your own. "My good friend, Marc, helped as often as he could, but that's not easy when you live two hours away. When I realised I was running out of time, I commissioned Marco De Waal to complete the engine." Michael still had to fit the headliner, the seats, the Porsche 356 steering wheel, build up the dash and a lot more. "It was a mad rush, but we made it, with the last preparations done at Andy's before we arrived at the show on Friday!" And the reward? A *VolksWorld* Top 20 award and the Cool Flo Choice trophy. What more can you ask for after a six-year restoration period?

> "The reward? A VolksWorld Top 20 award and the Cool Flo Choice trophy"

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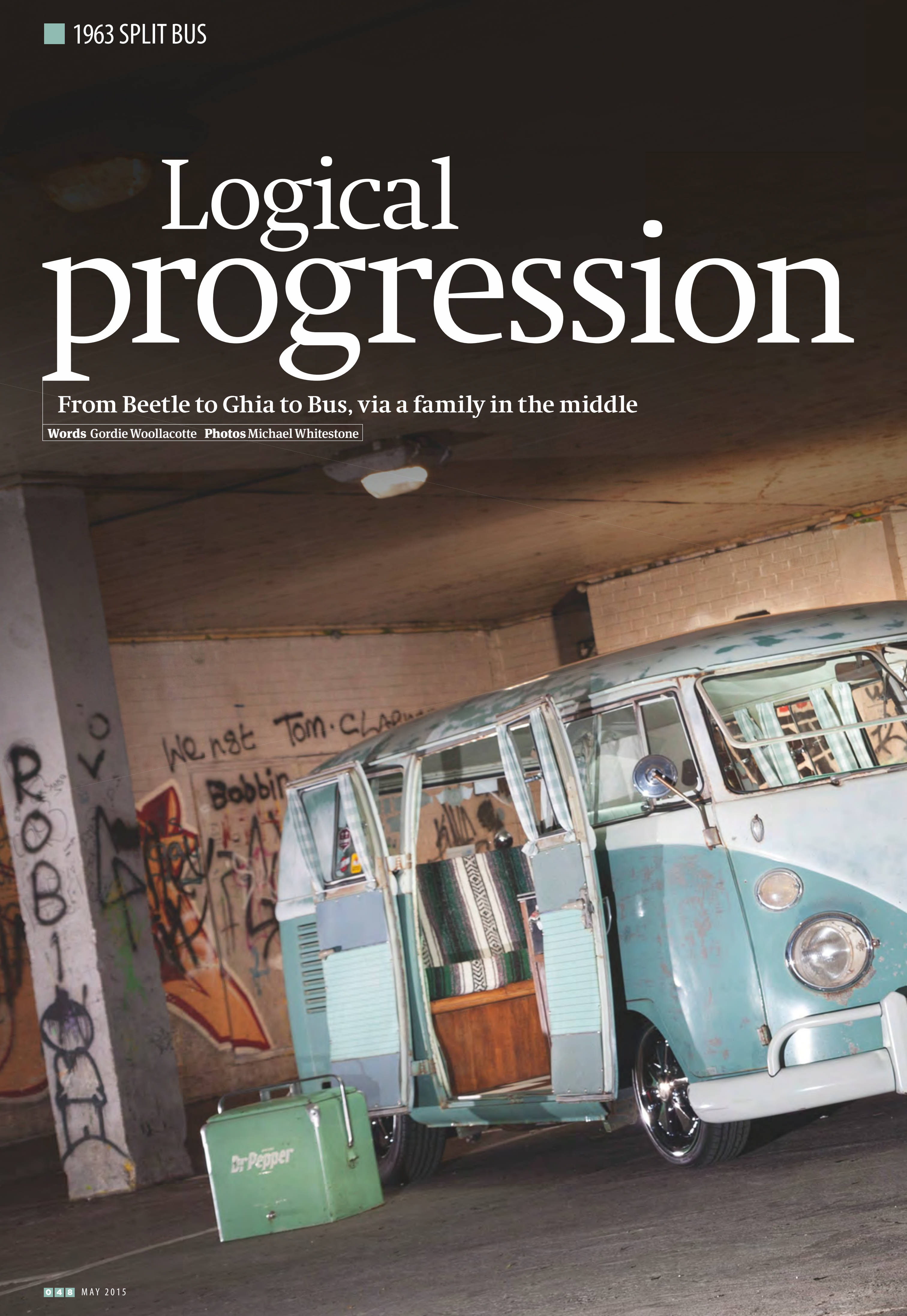
Logical progression

From Beetle to Ghia to Bus, via a family in the middle

Words Gordie Woollacotte **Photos** Michael Whitestone



There are many different reasons for choosing a rusty old VW Bus as a perfectly feasible thing at which to throw your hard earned, not least being the romantic notion that one day it might just pay you back with a hazy collection of sun, sea and sand-filled memories. Another of those reasons might be the colour, or it's possible the year could be a pull, or even a particular variant. Or how about the headlining? No? Okay, must be just a Seth Draper thing then. But then just how good does that headlining look? "The interior panels are all original and, along with the headliner, is one of the things that sold the Bus to me," Seth explains. "You just can't recreate things like that."

Having spent his formative years within a jet car flame of Santa Pod, the likelihood of Seth growing up with a passion for something automotive was as nailed on as a banker's juicy bonus. "My older sister, Emily, was friends with guys like Giles Marchant, (whose custom Bug won a Top 20 at The *VolksWorld* Show in 2009), and he was a big influence on me. My first car magazine was *Custom Car* and, at the same time, my sister bought a copy of *VolksWorld*. I soon swapped titles and have been buying it ever since I was 12-years old, so that would be some time as that was in 1989!"

Having re-located for university, and now tucked up somewhere near some valleys in Wales, Seth can look back on making a

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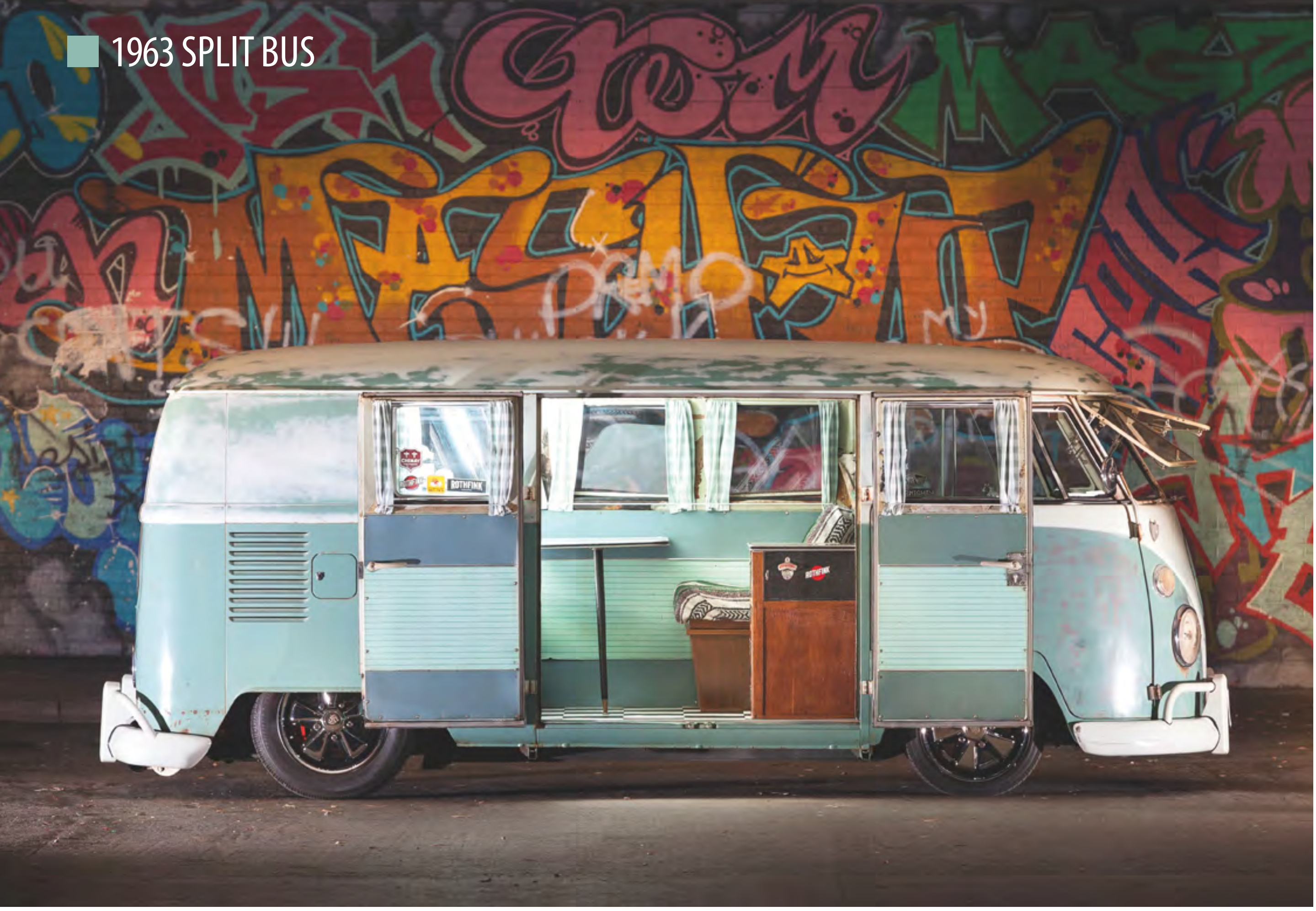


Straight axle conversion, 4.5-inch narrowed and adjustable beam, flipped spindles and low profile tyres all contribute to the ground-hugging stance

great choice, having owned numerous VWs in the years since. “I had a ’62 Bug that was featured in *VolksWorld* in August ’96. More recently, I sold my ’59 lowlight Ghia to make way for the Bus.”

Suzie, Tomos (5) and Rhiannon (3), otherwise known as ‘the family,’ played a major part in the change from Ghia to Bus, but there was one other protagonist in the mix, and one particular incident: “My dream VW was always a lowlight Karmann Ghia coupé. After spending eight years and all my pocket money putting one together, I soon discovered that, whilst beautiful, they are not really very practical. After one disgusting journey to Brighton Breeze, my wife, Suzie, decided she was never going in it again. To be fair, it was pretty raw, with no interior panels, sound deadening or carpets and, with water pouring in where the door seals should have been, it wasn’t a total surprise she was put off. The kids weren’t allowed in it due to the lack of seatbelts and so it became a very expensive toy for me to use on the odd occasion when I was feeling anti-social.”

> “All four of us can sleep in it comfortably”

The Ghia has since found its calling in life, having been fitted with a monster 2232cc engine and Rancho gearbox by its new owner, Fabio Brambilla of Hot Heads Garage in Italy.

The colour of money

The money from the sale didn’t have too long to burn a hole in Seth’s pockets. “I immediately set out looking for an original paint, walk-thru Split with a big back window. When this Bus showed up it was almost perfect. The interior colours are the best you can get on a Split, at least as far as I’m concerned, and that headliner – wow!”

It was Biagio of World Wide Wagens who came up with the goods in the form of this ’63 US import. As part of the purchase deal, he replaced the sills, cargo door bottoms and battery tray, before blending the paint to match the worn, original L380 Turkis hue.

TECH INFO

BODY: ’63 11-window Split, painted L380 Turkis Green and L289 Blue White

ENGINE: 1600 twin port

GEARBOX: 1500 Freeway Flyer

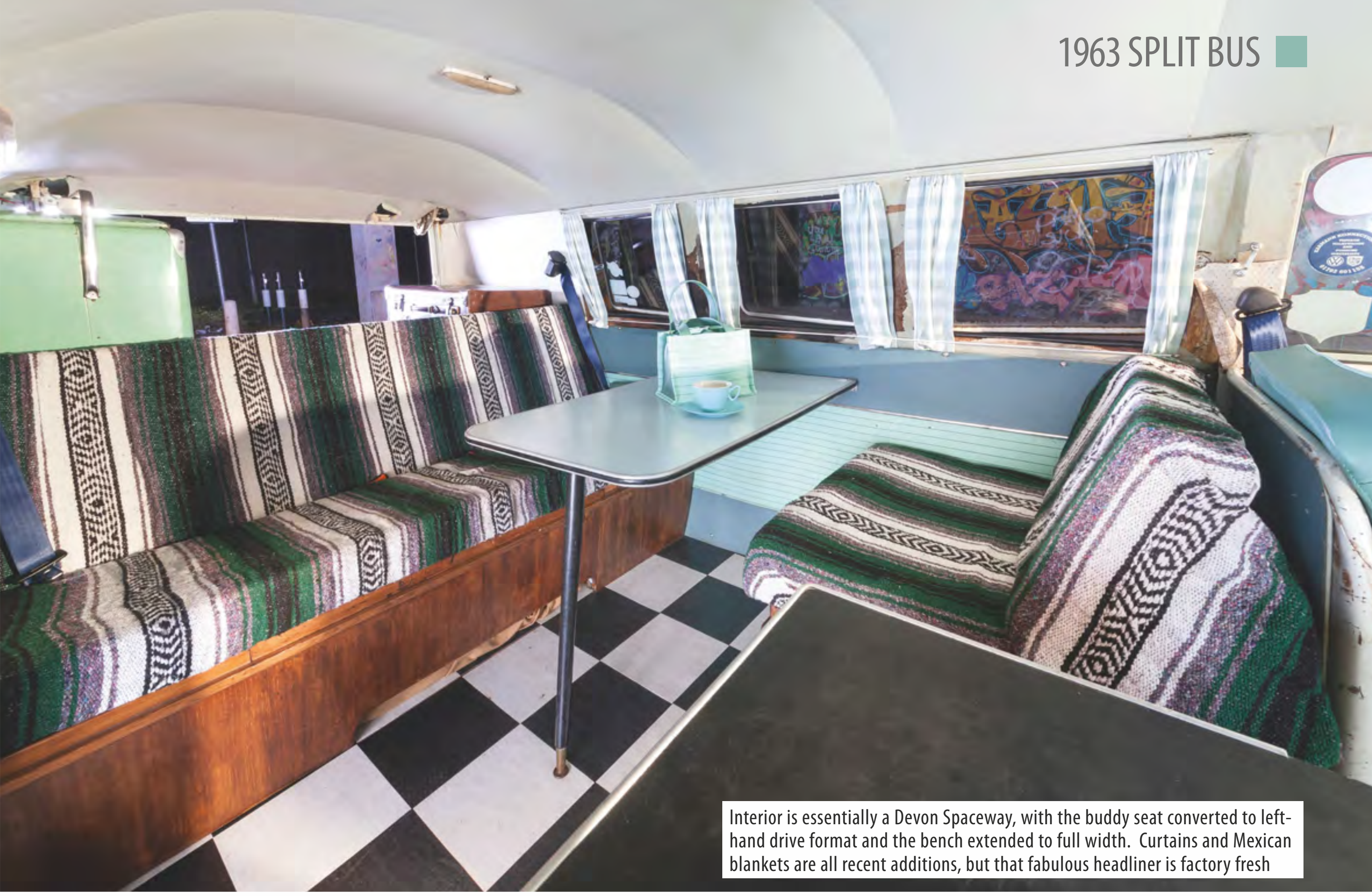
SUSPENSION: 4.5-inch narrowed beam, with flipped spindles and adjustable rear spring plates. Porsche 944 disc brakes front and rear

WHEELS AND TYRES: 5.5-inch Flat Four Fuchs all round with Bridgestone Potenza 16 / 65 fronts and 185 / 65s on the back

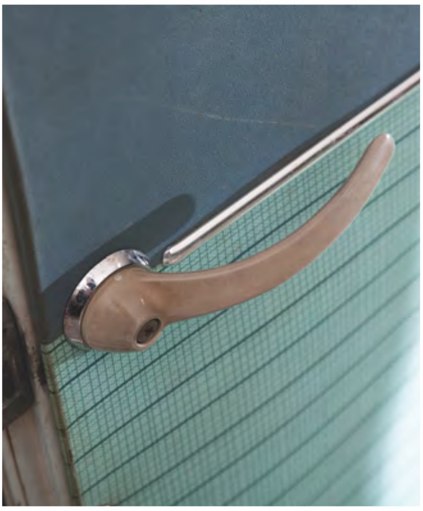
The only other area of ‘fresh’ paint is on the roof, although you’d be hard pressed to tell, but then that’s the point. “It was a little too crusty for my liking,” explains Seth, “so I had it repainted in original L289 Blue White.” The task was taken on by Andy Finch of Spike’s Vintage Restorations, taking a break from his tag-line ‘mile deep paint’ to age the finish to match the rest of the Bus.

Interior-wise, Seth has created a customised Devon Spaceway set up. “Starting with an all original Devon interior, I converted the buddy seat for the left-hand drive Bus and extended the bench seat to full-width using parts from a second interior. I also applied fresh veneer to a few areas that needed help. I really love the way it works and all four of us can sleep in it comfortably.” Inside, you will also find a cab bunk in the front and some new curtains courtesy of wife, Suzie, and mother-in-law, Jen. The chequered flag floor tiles are from Mad Matz.

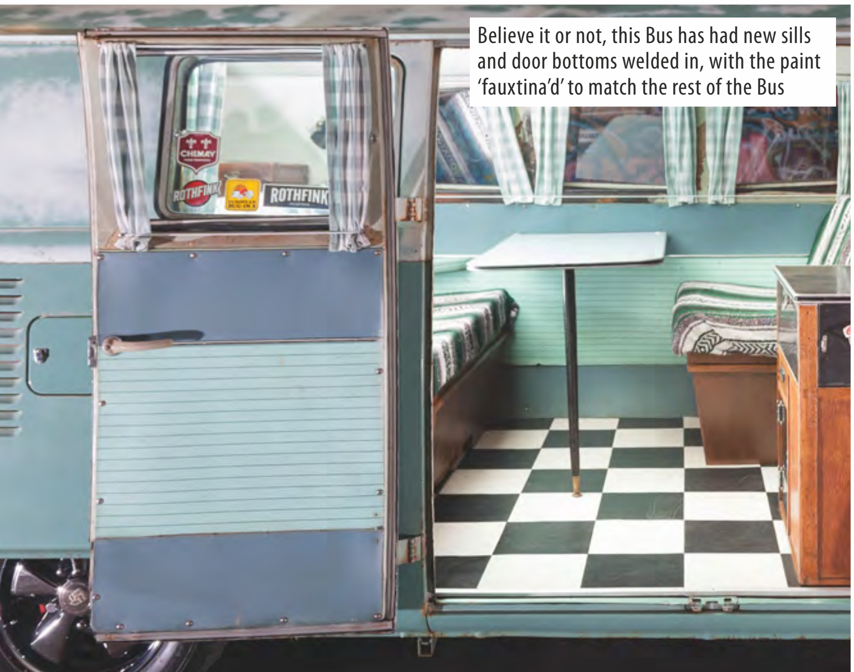
The unwritten rule of making patina look right is, of course, to slam the bejesus out of it. The wheels to that noble destination were set in motion with a heads-up from Rusty Lee of rock ’n’ roll bed fame. “I heard that a chap by the name of Mark Reeves who works for Morgan Motorcars in Malvern was returning his 15-window back to stock, so I bought the complete custom 4.5-inch narrowed beam that he’d made for it from brake to brake.” Seth then had the flipped spindles rebuilt by Simon Hitchman before mating the whole lot to



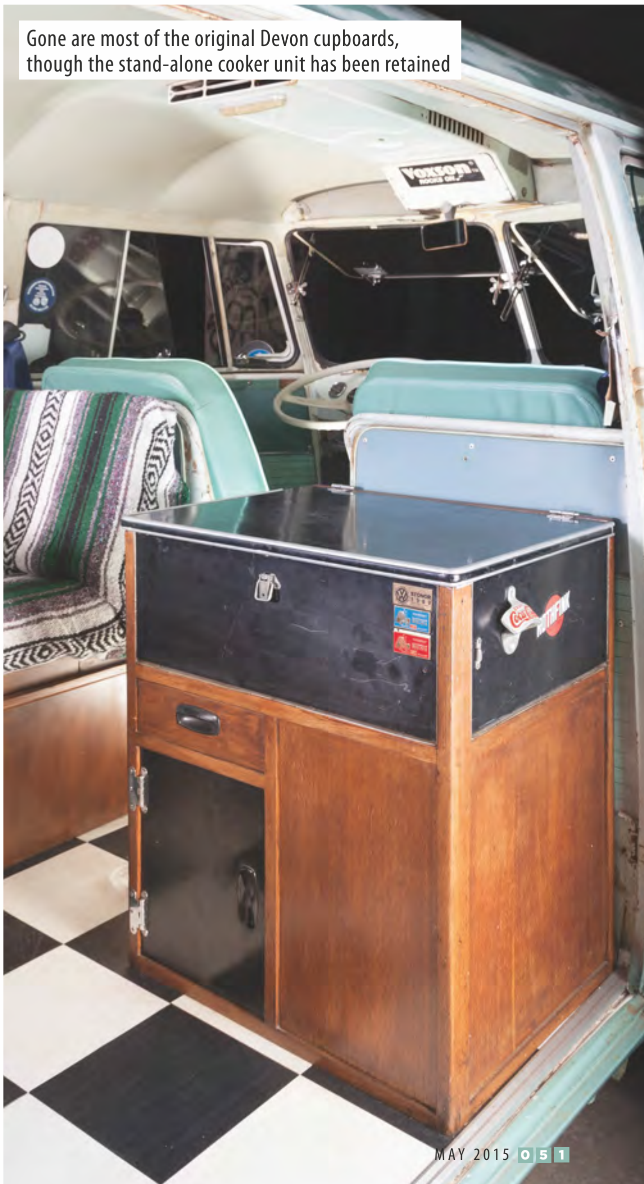
Interior is essentially a Devon Spaceway, with the buddy seat converted to left-hand drive format and the bench extended to full width. Curtains and Mexican blankets are all recent additions, but that fabulous headliner is factory fresh



DRINK
Coca-Cola

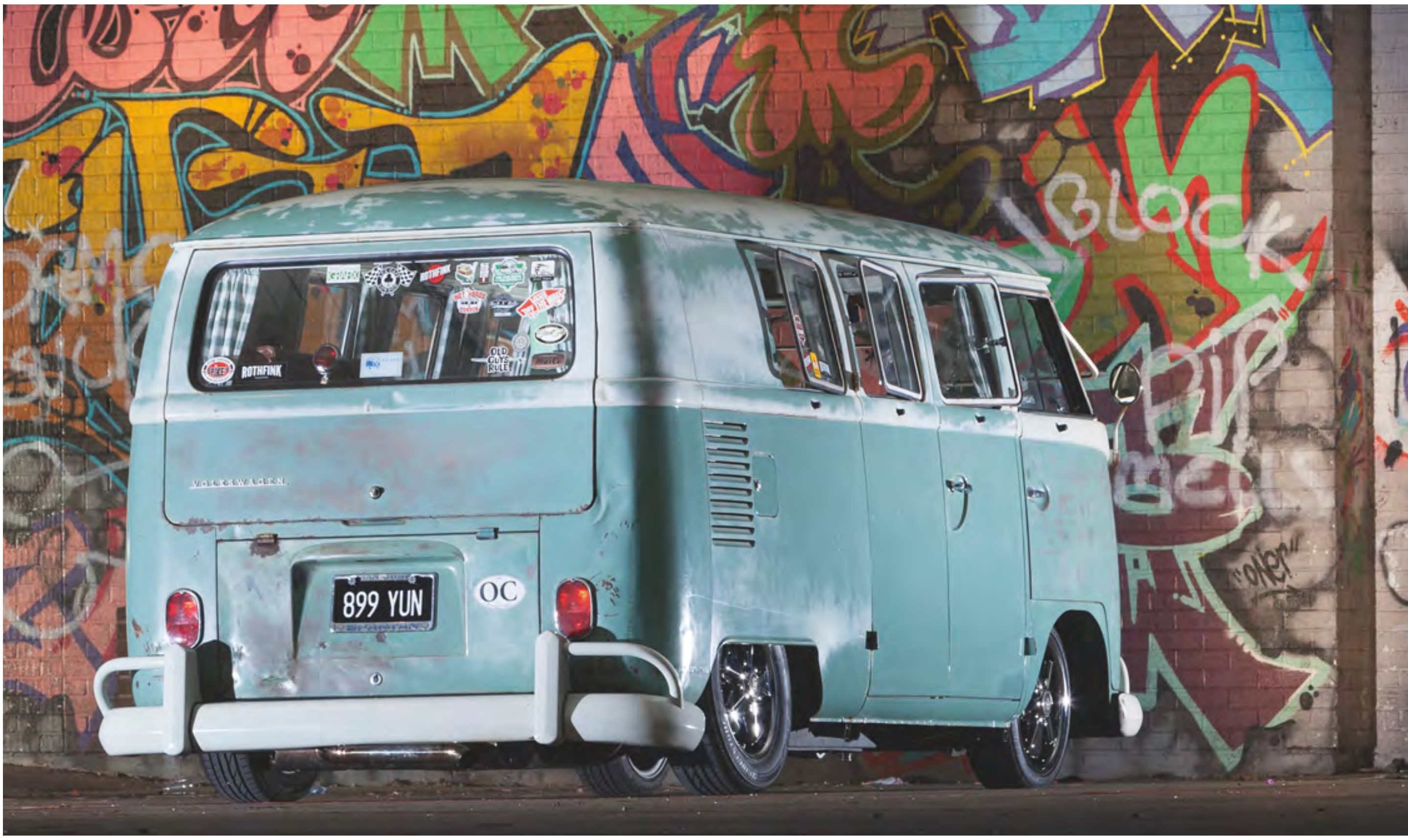


Believe it or not, this Bus has had new sills and door bottoms welded in, with the paint 'fauxtina'd' to match the rest of the Bus



Gone are most of the original Devon cupboards, though the stand-alone cooker unit has been retained

VOXSON ROCKS ON
Coca-Cola
ROTHFINK



The missing parts that had to be found for the Bus included bumpers, which are C&C repros

Dash and forward controls are all original and nicely weathered, with the exception of the Gene Berg gear shifter

As a family-friendly weekender, this Bus has got it all,apart from the kitchen sink

“Ditching just about every standard suspension component”

his ’63. “I did all of the strip down and build up myself, with help on numerous occasions from my good friend, Jon Moody.”

A straight axle conversion, coupled with adjustable spring plates brings the rear into line and hides the top edge of those sparkling Flat4 repro Fuchs from sight. Porsche 944 discs all round mean the lug holes sit where they’re meant to. In addition to ditching just about every standard suspension component, Seth has also consigned the original steering box, along with its less-than-responsive attitude, to the bin. In its place you’ll find a shiny new rack and pinion system, courtesy of the magical powers at work down at Creative Engineering.

Another major change to the look of this Camper is glass related. “At some point the Bus had been fitted with jalousie windows in the doors and down the long side. I have since removed those and replaced them with pop-outs as that is what it left the factory with. I’ve also added Wolfgang front safari windows and love nothing more than cruising around with them wide open” The cruising is facilitated in no small part by the 1600 twin-port engine, removed from an Early Bay and mated to a 1500 freeway flyer ’box. The cogs and oily bits inside the ’box are represented in the cab by a far more pleasing to the eye Gene Berg shifter.

Missing in action

The rest of Seth’s time was taken up in tracking down and replacing missing parts. “The door tops were missing when I got the Bus and these have been replaced and refurbished with all new rubber and felt, along with Wolfsburg West quarter lights. It was also missing its rear bumper, towel rails and overriders all round, so these have been replaced with Custom & Commercial reproduction items. The door locks were seized solid, so have also been replaced, and the rear valance, which was missing, has been replaced by a correct year part. I painted that myself using rattle cans.”

So, what does the future hold for this ’63 and the Drapers? “I’m currently in the process of detailing the underside of the Bus, and will be fitting a split charging system and leisure battery, along with a Zig unit. I also plan to fit a Propex heater and, at some point, I guess it will need a new engine. But for the time being, we are loving doing what it was built for: camping and going to the beach with the family. ■

Thanks: Jon Moody for being my right-hand man, Matt Balls for getting the Bus road ready for EB-I, Spence at the Dubshop for servicing, Michael Leche at Machine 7 for parts and lastly, but by no means least, my wife, Suzie, and kids, Tomos and Rhiannon, for being my life.

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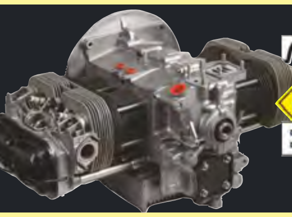

TES ENGINES

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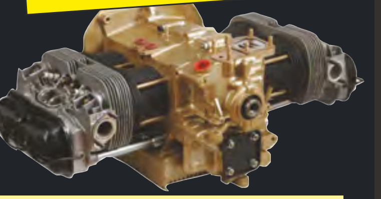

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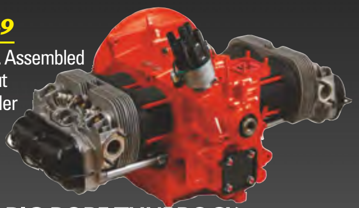

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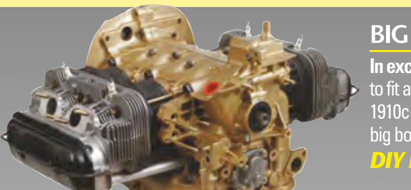

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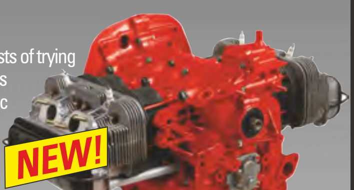

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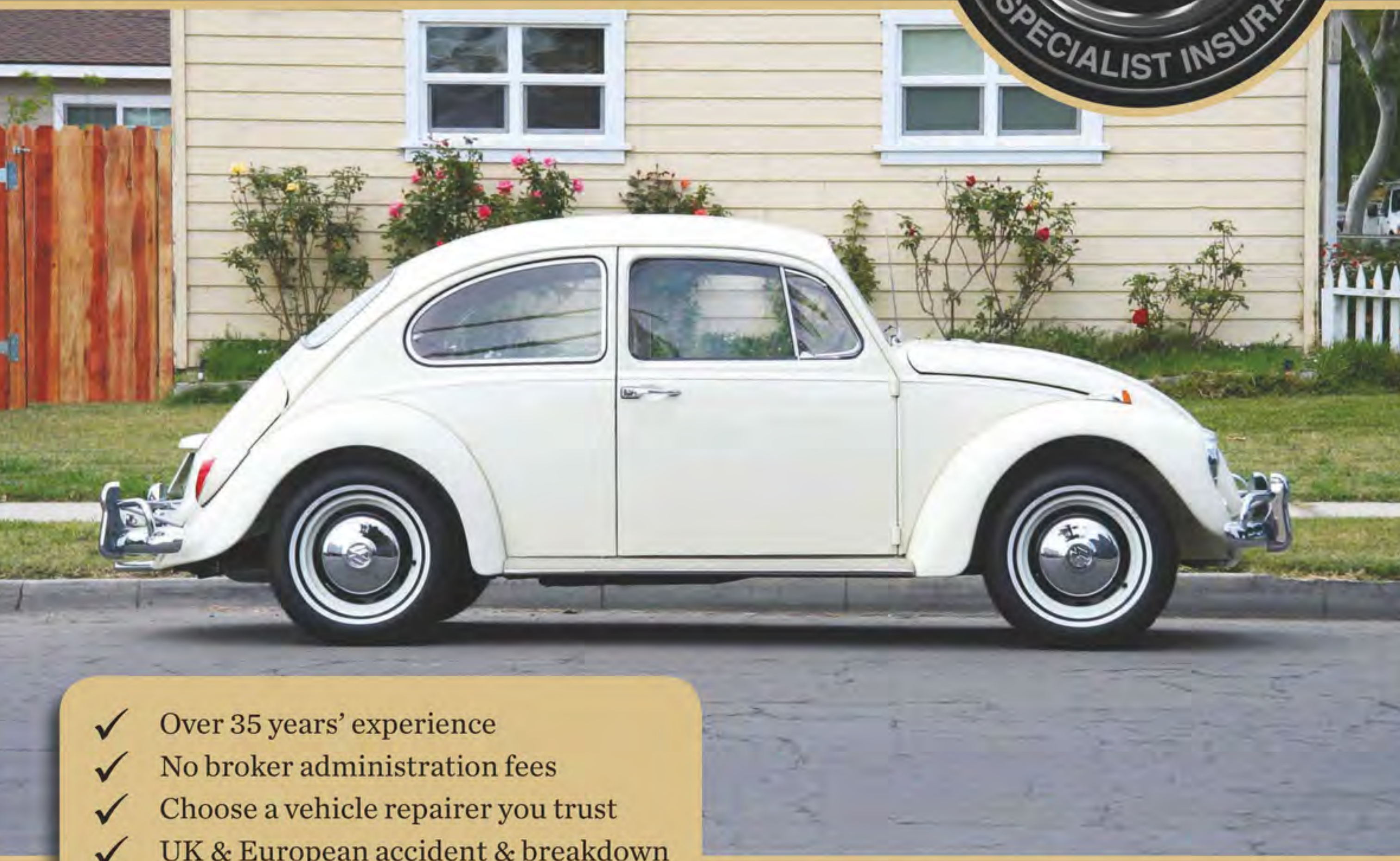

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Words Mike Pye **Photos** Rabih (www.photogistics.at)

BURNING
STEAMROLLER

We've had some pretty extraordinary cars at The *VolksWorld* Show over the years – one-off replicas driven from Germany, a four-door Beetle driven from Romania, VW-powered tractors, dragsters and shortened, lengthened, narrowed and otherwise modified Buses of all descriptions. I thought we'd seen it all. So when Roman Buchta from Austria walked into the office on set-up day last year and questioned whether his Beach Buggy would fit through the doors, I was a little puzzled. "Er, I would think so," I replied, thinking to myself, how wide could it be? Roman remained impassive. "I don't think so, my car is 2.43 metres wide." As a man born in England in the '70s, Roman might as well have told me its length in turnips, so I agreed to come and have a look, looking around for a tape measure to take with me. At which Roman calmly produced one from his pocket, adding enigmatically, "We have checked..." Checked what, I thought? But the minute I saw Roman's Buggy I knew we had a problem. I'm rarely surprised by tyres, but let me introduce a little perspective here. A Top Fuel dragster has 17.5-inch (445mm) wide rear tyres. That's about as big as it gets in motorsport. Formula One rear tyres weigh in at a shade under 15 inches (380mm to be precise), yet Roman's Buggy rolls on 22-inch (559mm) wide rubbers. Hell, even the fronts are only an inch narrower than those specified for the business end of a Bugatti Veyron.

So that's the tyres out of the way, what about the rest of this insane creation? Well, I can honestly say few cars have garnered such a range of comments as this, from the utterly dismissive to the absolutely elated. If the purpose of a show car is to get people talking, this car certainly achieved that goal. But for Roman himself, this car has been a lifetime's achievement, though it's safe to say it's always been about the tyres.

>

“I bought the Buggy – an Austrian made LEDL Europa 2001 in 1986. The motor went up in blue smoke after only a few kilometres of driving and the tyres were old and hard, so I took the opportunity to put something a little broader onto the car – 245/50-14s on the front and 295/50-15s in the rear.” That was in 1987, when the hot rubber set up in the UK was 135s and 165s!

Unsurprisingly, the tyres didn’t fit under the body, so Roman set to making the body fit the tyres, working out that the Buggy required some six centimetres extra bodywork each side. But that was just the beginning. “I hadn’t worked with glass fibre before, but I thought if I was going to do it, I had better really make it worth the effort, so I did some research about where in the world I could get the biggest street legal tyres. My search lead me to America and a company called Mickey Thompson, who made the world’s widest, street legal, performance tyres.”

Body building

Elated to have found a tyre that in no way fitted his car, and that required custom made, 20-inch wide wheels, Roman set to rebuilding the Buggy. “Since the rear was going really wide, the front needed to follow suit to keep the proportions. I decided I wanted to put on the front of my Buggy what Lamborghinis, Ferraris and Porsche Turbos have on the rear.” That led him to a pair of 345/35-15 Pirellis, and an altogether more modest pair of 14-inch wide front wheels. Again, for some context, that’s almost exactly the same as the maximum permissible wheel width on the front of a Formula One car. This now meant the Buggy needed to grow by 40cm each side to accommodate them. “With courage on my side, I rented a garage and started demolishing the body until only the bonnet and the seating area was left,” continues Roman. From there, he roughed out the new body shape using strips of aluminium and lightweight steel mesh, before spraying a thick layer of expanding foam over the frame, and adding the Lamborghini Countach-style rear wing for extra visual effect. In for a penny, in for a pound, right? We’ll let Roman take it from here, as it sounds so much better in his words: “With a bread knife I carved the actual form of the new body, then, layer upon layer, applied glass fibre mats soaked in resin and, when the whole thing dried and hardened, I had to sand and sand and sand the monster into life.” That was the winter of Roman’s discontent.

He drove the Buggy like that for a while but, “The lightweight car had incredible grip in the curves and that overloaded the old Beetle chassis. Cracks started to form where there was undiscovered rust.”

It was clear the beast of Vienna required a more substantial chassis and, for that, Roman looked to his friend and fellow Vienna Air Cool Freaks club member, Gerhard Gierlinger. ‘Gierli’ took a solid ’73 Beetle ’pan, shortened it by 40cm and added longitudinal, transverse and diagonal strengthening braces, as well as some front beam supports. While he was about it, Roman ditched the old Type 1 motor in favour of a 1.8 Type 4 motor for a bit of added thrust.

It being 1990 by this point, Roman chose the spirited combination of maroon metalflake for the body, contrasting pink for the chassis and white for the wheels. “That was totally hot back then,” he says with a grin. Though

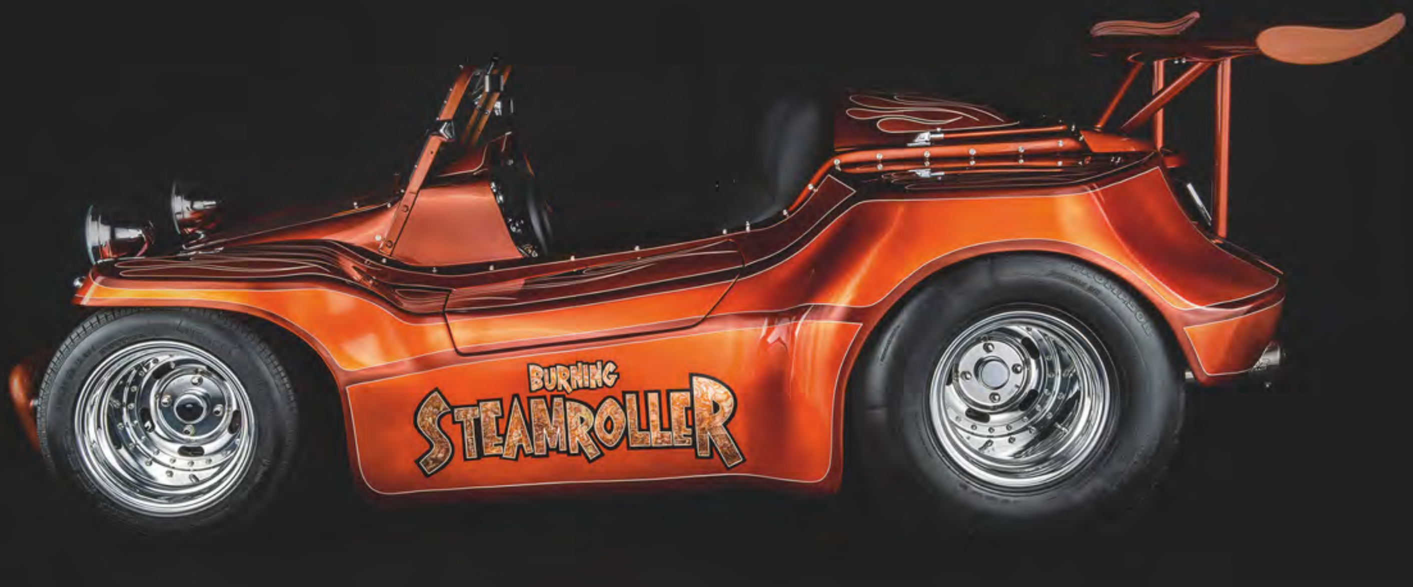
TECH INFO

ENGINE: 2366c Type 4; RMB310° cam; ported heads with 41 / 34mm valves; dual 48IDF Webers; Porsche 911 fan; 9.8:1 compression
GEARBOX: Reinforced swing axle; Super Diff; custom ratios; Sway-A-Way axles
WHEELS: Custom made Real Racing wheels, 14 x 15 front, 20 x 15 rears
SUSPENSION: Monroe air shocks, dropped spindles, Gabriel air shoscks rear, Kerscher disc brakes; Porsche 944GT master cylinder

^ Huntmaster seats are backed by twin 8-inch Rockford Fosgate subs behind the headrests

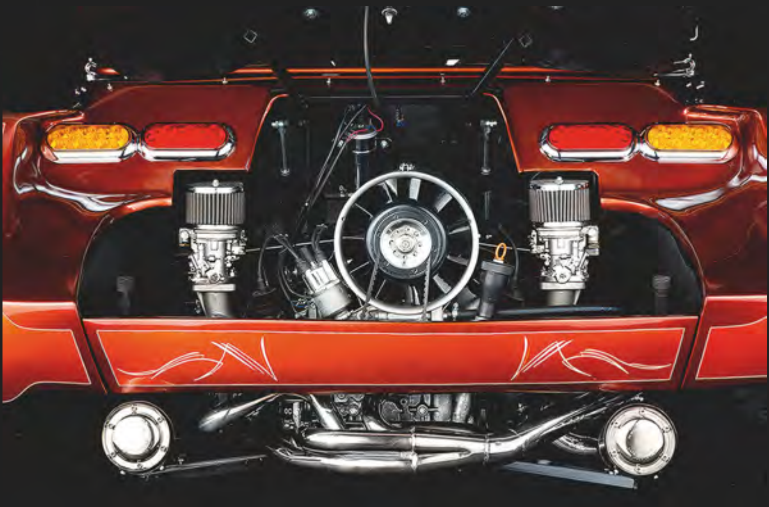
> “It’s safe to say it’s always been about the tyres”

> Porsche 914 gauges in the custom made dash have custom made bezels. 10-inch steering wheel is a Grant



v It started as an Austrian-made LEDL Europa 2001, but this Buggy is now almost entirely of Roman’s design and build

W GREAT 1



It takes some serious torque to turn tyres this big. A 200bhp, 230Nm, 2366cc Type 4 with dual 44s does the trick

Storage hatches have all been hand made by Roman and open with gas dampers and close with Beetle bonnet catch latches. Left hand pod houses air ride compressor

Overhead shot really shows off the intricate flame job over the candy orange base colour. Paintwork is out of this world

Wherever you look, this Buggy is excess all areas. It may not be currently fashionable, but you cannot fault the workmanship. Or Roman's dedication to his cause

he drove the car for about four years in this guise, just turning the stupendous meats was proving hard work for the motor, so an upgrade in that department was in order. And, while he was about it, he may as well give the car a revamp…

So out came the engine and out came the jigsaw, the side pods being the first panels to go under the knife. Roman's idea this time was to extend them lower to the ground to even further emphasise the car's extraordinary dimensions, but he also took the opportunity to make a new dash, a new lift-up engine cover and to add some storage compartments, before having the whole car repainted again, this time in Purple Metalflake. But once bitten by the show car thing, it's hard to stop. So fast forward another few years, some improved brakes, a new custom-built gearbox and the purple warrior was starting to show signs of its age, so Roman decided to give it yet another makeover. This time though, he focussed his attentions on the paint and interior.

> “The world's widest, street legal, performance tyres”

“At the time, flake on a Buggy was still totally the thing to do, but I wanted something completely different…” he explains. And for that, Roman turned to a guy who goes by the name of Toxic Tom. “Tom is the man when it comes to pinstriping, gold leaf and '60's paint designs. We considered the colours and the design for about a year and then, at the start of 2010, decided on the candy orange with a design that has its origins in the Watson style, but with some flames added.”

I'm struggling to see the Watson influence (a reference to prolific US car painter, Larry Watson, who operated Watson's House of Style in Bellflower, CA from the late '50s and is considered one of the true pioneers of custom painting) myself, but that's taking nothing away from the work that has gone into creating the multi-layered, silver and gold base coated, candy-frosted paint scheme. Finished off with pinstriping and the Buggy's name in gold leaf down the sides, there's no doubt Roman achieved his desire of having ‘something completely different’.

Sleep is overrated

To complete the new look, the entire Buggy was disassembled and the hot pink 'pan restored to black, yet more pieces sent off to the polishers and chromers and the entire interior re-done in a combination of black leatherette. The finishing touch, though, was a new set of wheels and tyres. Roman: “Since sleep is overrated, I surfed the internet in the dark hours for months to find a place where I could get super lightweight alloys. Eventually, I found Real Racing Wheels in the US. They agreed to custom make some new wheels for me. And, as luck would have it, Mickey Thompson had developed a new Sportsman tyre with a flame design in the tread – perfect. And half an inch wider that the old one, too!” With a new pair of 345/35-15 Pirellis for the front, Roman's Burning Steamroller was ready to roll the streets once again. While there will undoubtedly be outrageous creations at future *VolksWorld* Shows, I feel pretty confident saying we're never going to see anything like this, or as wide as this, again. Oh, and in case you're wondering, yes, we did have to surgically remove the doors of Sandown Park to grant the Burning Steamroller access. Yep, she's a real wide child. ■

Thanks: Robert Bernauer for the engine and gearbox, Christian Eberl for technical help, Thomas Hasenöhrl, Fritzl and Blacky for tirelessly sanding the body, Gierli for the floorpan mods, Toxic Tom for the paint, Roland for trimming the seats and all my fellow Vienna Air Cool Freaks club members.

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The VW artist

Pascal Meslet’s charming drawings have achieved cult status among VW fans around the globe. We meet the shy artist

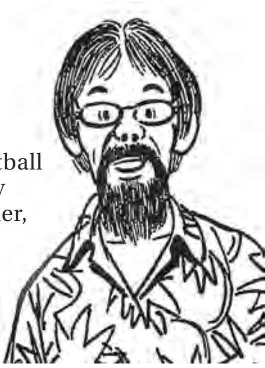
Words
Georg Otto
Illustrations
Pascal Meslet

If you have ever seen a copy of the French *Super VW* magazine, you will no doubt have noticed the wonderful illustrations used in the editorial, or maybe been drawn into a ‘Papy’s Story’ feature – an ongoing series on a fictitious VW racer called Victor McBottle – or one of the later ‘Extreme Wagen’ pieces. All are brainchilds of Pascal Meslet, a gifted artist who used to live near Bordeaux in France, close by *Super VW* HQ. More recently, Pascal moved house and now resides close to Quimper in Brittany, which is where we met up with him to learn more about his work and life.

What makes Pascal’s illustrations so inspirational for many is his broad knowledge of all things customising. Naturally, he’s mainly into air-cooled VWs, but his drawings show he also knows a lot about hot rod and custom culture and modified cars in general. How about, for example, a Karmann Ghia with the main styling ingredients of the famous Hirohata Mercury? Or how about a Formula 1 Monoposto with a Beetle beam, BRMs and 48IDAs sticking out of the sidepod. Then there are the aeroplanes with a Karmann fuselage and trains with the face of a Split Screen Bus, all glistening with intense details, right down to the reflections of the surroundings in the hubcaps. Some of his wild and wonderful visions have gone on to become reality, taken on by enthusiastic VW fans and turned from illustrations into real vehicles. One of the best known is the ‘Dyno Pincher’ Gasser Bug, owned by Stéphane Dendievel. The Belgian saw the illustration in *Super VW* no.228 in August 2008 and presented as a real car car at The *VolksWorld* Show the following year.

But how did it all start? Pascal: “I began drawing at an early age, preferring to stay at home with my pencils and paints while my younger brother, Vincent, and his friends played football in the street.” Pascal’s father, Henry Meslet, an acountant, and his mother, Simone, a nurse, both noticed their son’s talent but didn’t particularly encourage it. “Being a comic illustrator wasn’t considered to be a proper profession in the ’60s,” recalls Pascal, who was born in 1957. “My old man used to tell me I should study architecture, but I wasn’t in the least bit interested. Houses? No way. Cars? Yes! They were what fascinated me. As a child, my grandfather used to take me to the busy roads and teach me all the car brands. When I was three years old, I would point to the passing cars and say Peugeot, Renault, Simca… I was like any other boy at that age. If it was loud and fast, I loved it.” Pascal’s father, Henry, passed away when his son was seven and, in 1973, at the age of 16, he enrolled at art school. “I think a classical education was what she had in mind for me, but I didn’t want to do nudes or still life! Besides, I had already taught myself a lot through observation, such as how to illustrate chrome parts and the way they reflect the light. I learned that on the streets, not in art school.”

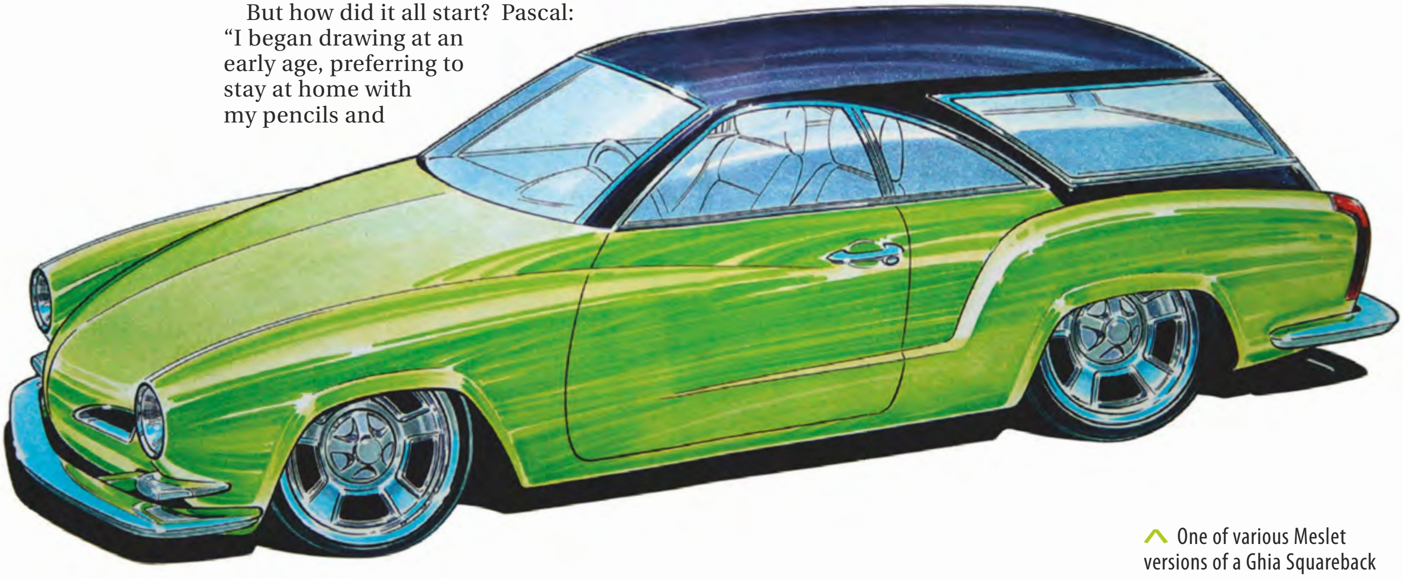
> “I taught myself a lot through observation on the street”



^ Pascal prefers self-portraits over photographs of himself

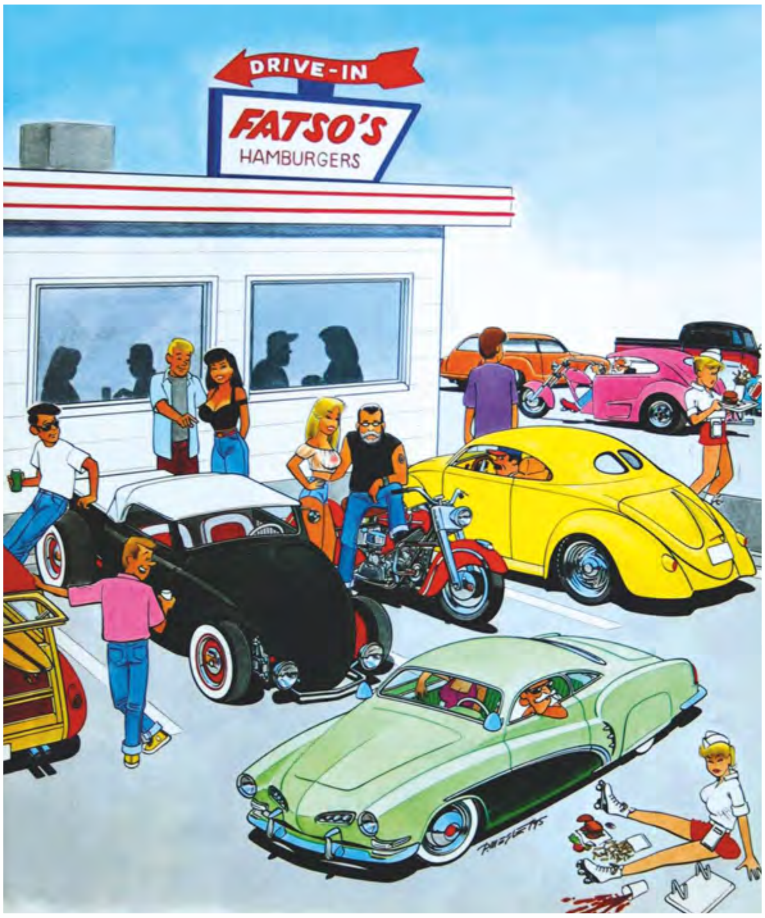
Pascal’s voice is quiet and subdued when he recounts these stories. It is abundantly clear he is an introvert, and does not seek, or enjoy, the limelight.

“Three years later, in 1976, I graduated, but didn’t know what I should do next. There was only one way to make money drawing cars. Major car publications needed people like me to produce drawings of future



^ One of various Meslet versions of a Ghia Squareback

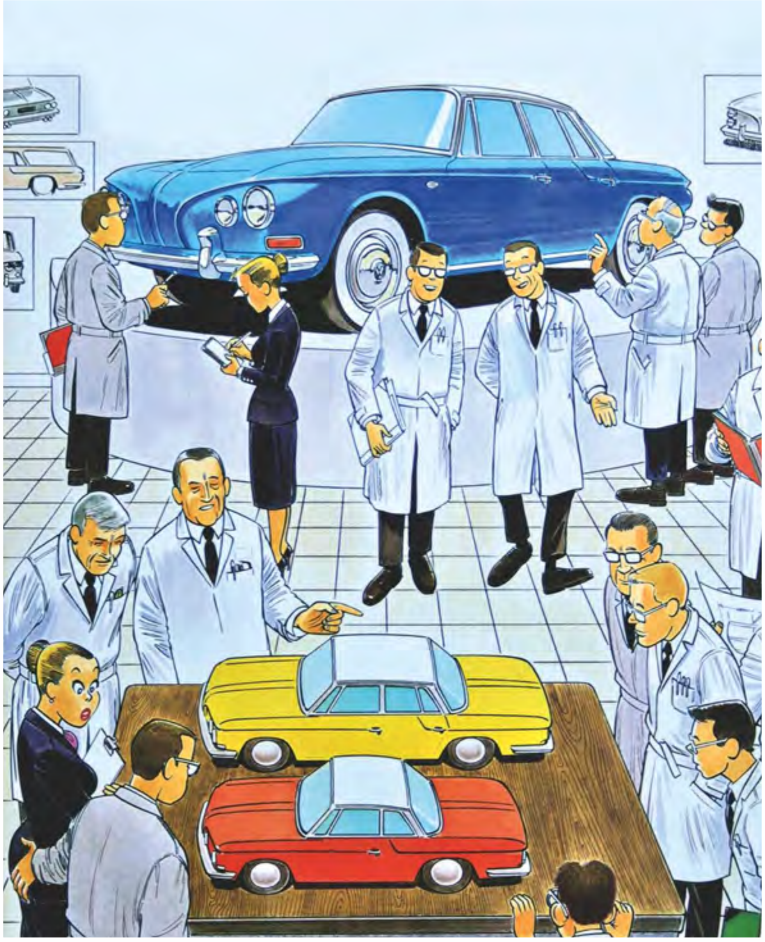
A freshly washed Oval rolls down the driveway into a pool - typical Meslet humour

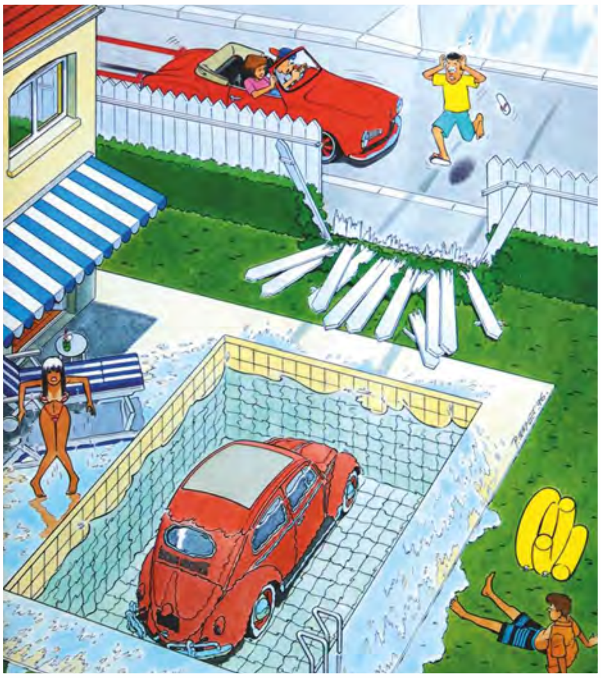

DRIVE-IN
FATSO'S
HAMBURGERS

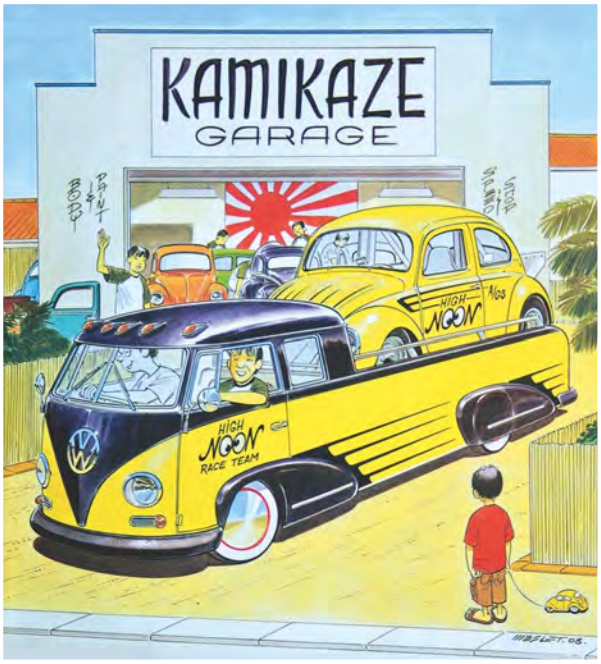
Does the Ghia look familiar? It resembles the famous Hirohata Merc

What if… What if VW had built a 4-door Razor Edge sedan?

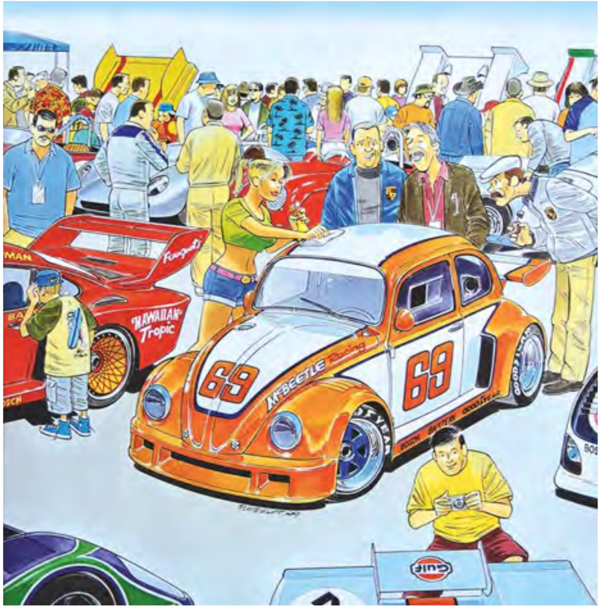
Inspiration, inspiration! Who takes on the challenge building this Bus?






KAMIKAZE
GARAGE
BODY
PAINT
HIGH NOON
HIGH NOON
RACE TEAM

Group 5 Bug with Porsche 935 design components, that would be cool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McBEETLE Racing
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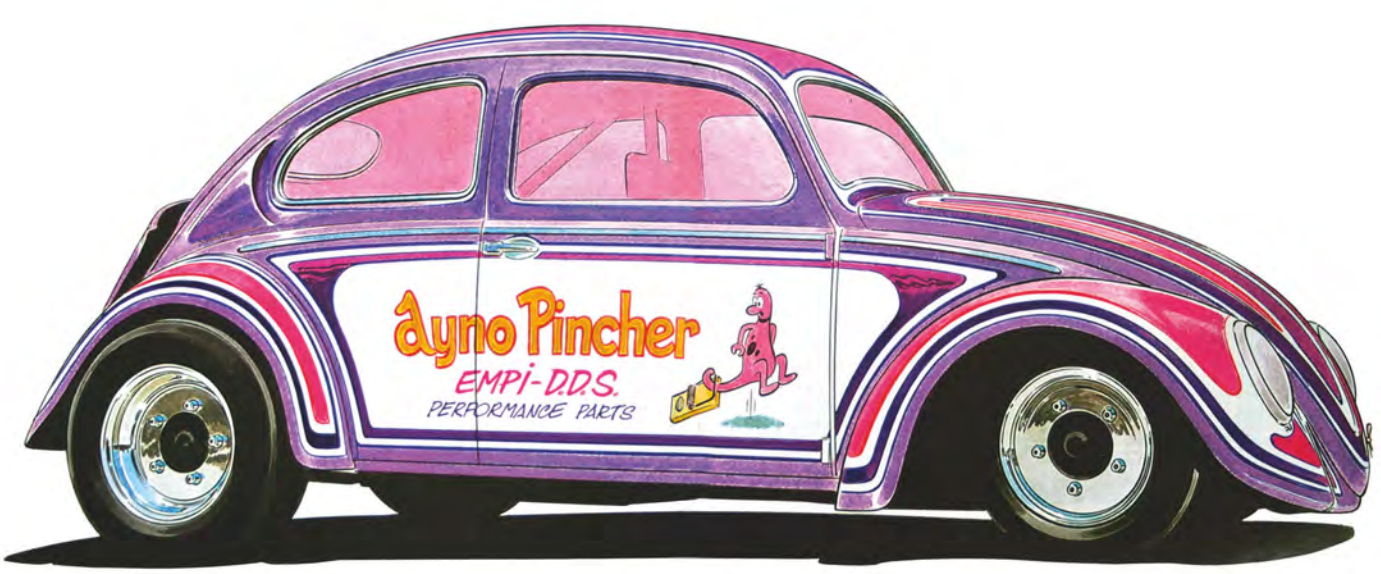
HAWAIIAN Tropic
Gulf



The initial drawing of the Dyno Pincher, later built by Stéphane Dendievel and painted by The Paintbox

models from prototype photographs, but I was more interested in customs, hot rods and the like."

As a 20-year old, Pascal applied for a job at Studios Idéfix, the animation film studio of Asterix co-creator, René Goscinny. Meslet worked there on various Asterix and Lucky Luke films but, in 1978, the creative brain behind the company died, and Studios Idéfix folded. However, on one of his last few days at work, Pascal met an editor from *L'Automobile* magazine, whose offices were in the same building. They struck up a conversation and talked about hot rods and tuned cars in general. The young man showed the editor his drawings, who instantly made him an offer. He wanted to start a new magazine and needed Meslet's skills. That man was Jacky Morel, and, in 1979, *Auto-Loisirs* magazine was born, with Pascal Meslet on board as the resident artist. "The same company also published *Rod et Custom*, so I was able to run wild with my ideas and visions in two magazines at once," recalls Padcal. "Jacky and I became very close, and we are still good friends today." The good times only lasted six years, however, for the publisher of the magazines 'disappeared' in 1984, but not before emptying the company's bank account.

> "I never really liked modern technology, and the same goes for modern cars"

Fuelled by *Nitro*

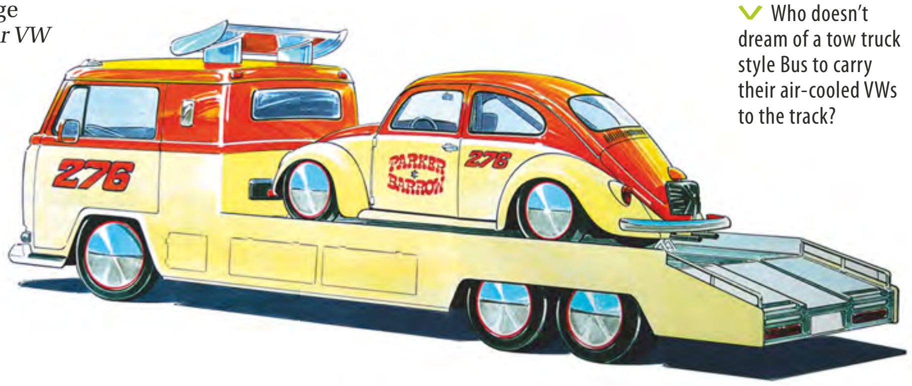
But the Frenchman was not out of a job for long. A company that sold truck accessories hired him and used his drawings in their adverts. In the meantime, Jacky had advanced to the position of editor in chief of *Nitro* magazine and contacted me frequently. 'Pascal, we have to start a magazine just for air-cooled VWs!' he kept saying. And that's just what he did. The first issue of *Spécial Volkswagen* appeared, and another one followed. Both were a huge success, prompting Jacky to establish *Super VW* in 1987. Again, I had a job I enjoyed!"

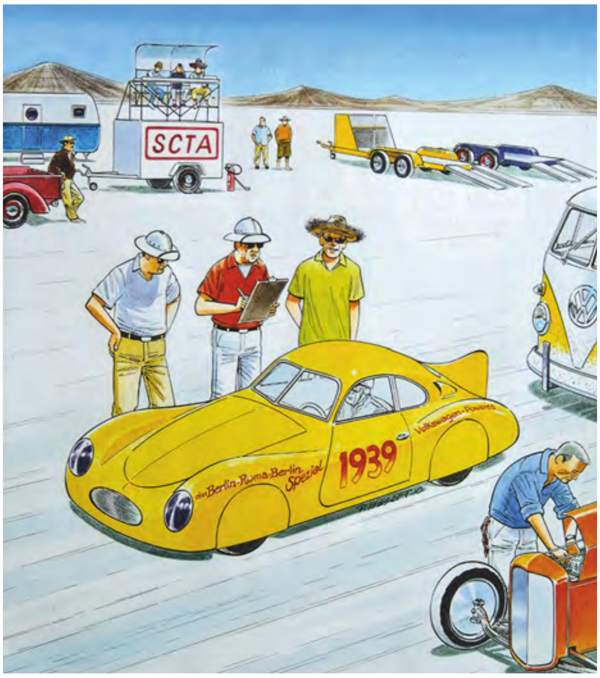
Up until 2012, Pascal was responsible for the French VW magazine's monthly editorial illustration, as well as countless other pages, including the story of Victor William McBottle, better known as 'Papy'. "We started featuring Papy in the 100th issue of *Super VW*. The publisher wanted to limit the series to a year, and I was to describe the history of American VW tuning in the form of stories about Papy's life on two to four pages per issue. At the end of the year, though, we could not stop because our readers wanted to learn more about Victor McBottle. In the end, there were 113 episodes," he says proudly.

Since leaving *Super VW* three years ago (due to cost cutting by the publisher), Meslet has kept busy designing posters for car shows, and also now draws aeroplanes, all freehand, and without the help of a computer. "My brother bought me a smartphone so I could finally have internet access. I never really liked modern technology, and the same goes for modern cars." Surprisingly, that dislike of technology follows through to cars, as Pascal doesn't have a driving licence. He hesitates a moment, before explaining: "When I was five years old, I was with my grandfather in his Renault Dauphine. We were in a queue at a train crossing waiting for the train to pass when we were hit from behind. The crash pushed the rear-mounted engine up into the interior. It hit my lower back and flung me into the front footwell. Fortunately, I only suffered bruises and whiplash, but this traumatic experience has always made me fearful of driving myself. I would always be looking in the rear view mirror to make sure nobody was behind me. With a smile, he added, "That has been a family secret until today."

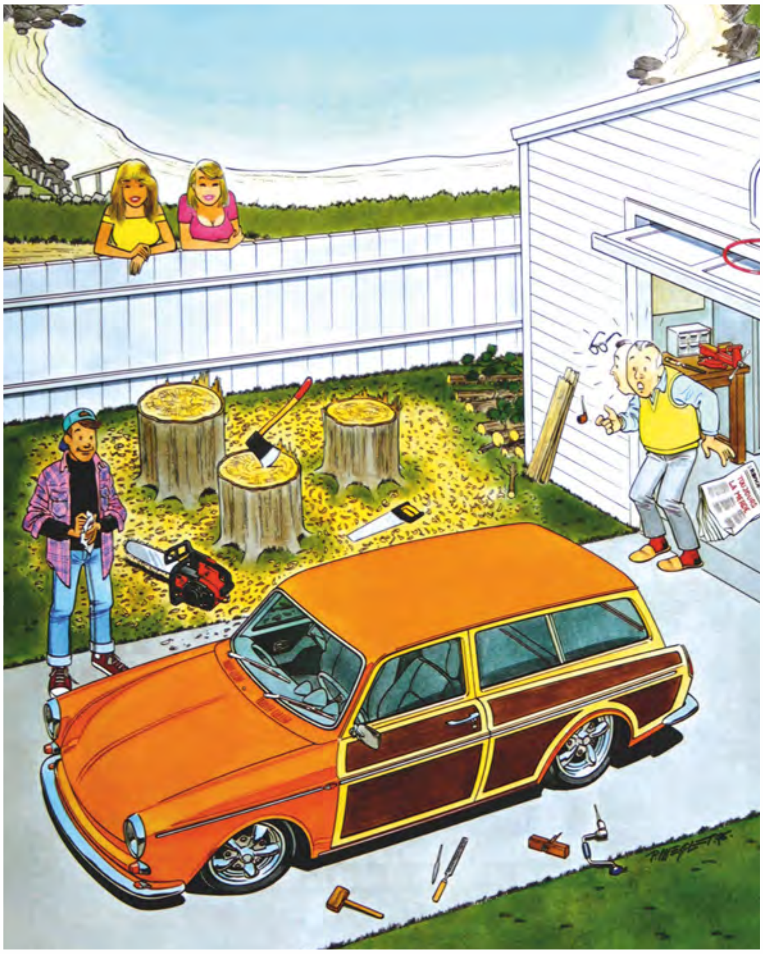
There's no doubt Pascal's fans miss his monthly additions to *Super VW* as a loyal fan community has appeared on facebook, demanding more of his illustrations. Pascal: "I would like to publish a book. Perhaps a picture book, or a real comic. Victor McBottle would likely be the main character, besides various VWs, of course! And it would be great to be drawing regularly for a magazine again…" ■

Who doesn't dream of a tow truck style Bus to carry their air-cooled VWs to the track?

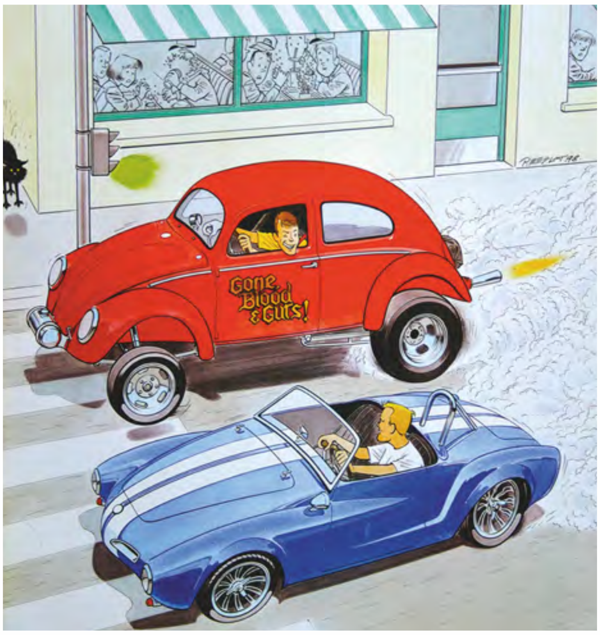



SCTA
Berlin-Roma-Berlin Special
1939
Volkswagen-Powered

The slick Berlin-Rome-Car used on the salt flats… That's what we would like to see!

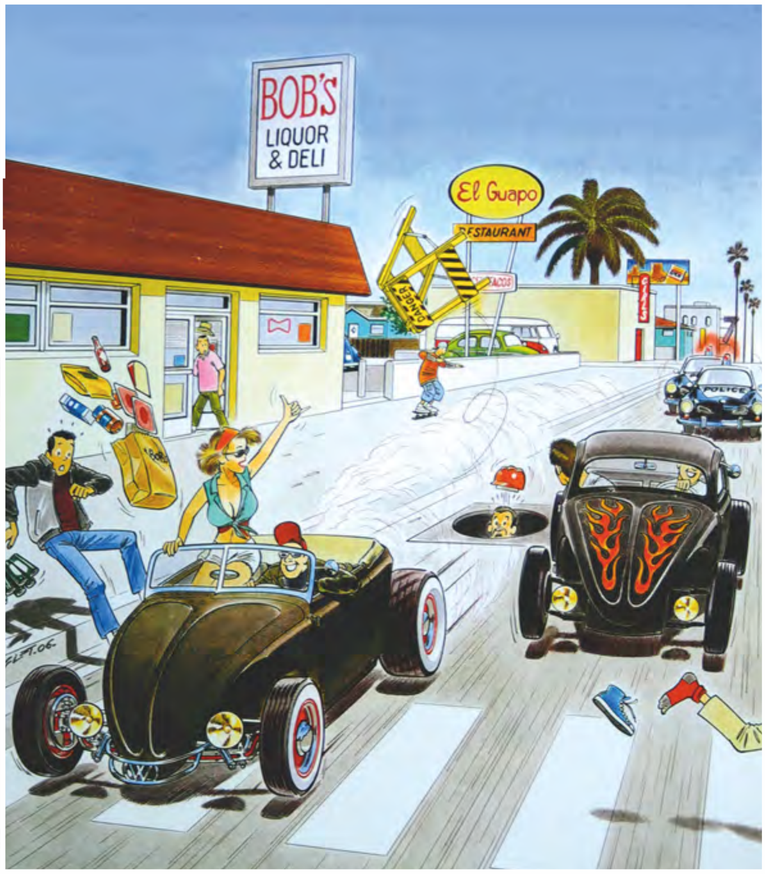


You just have to smile when you see a picture like this. But don't try this at home

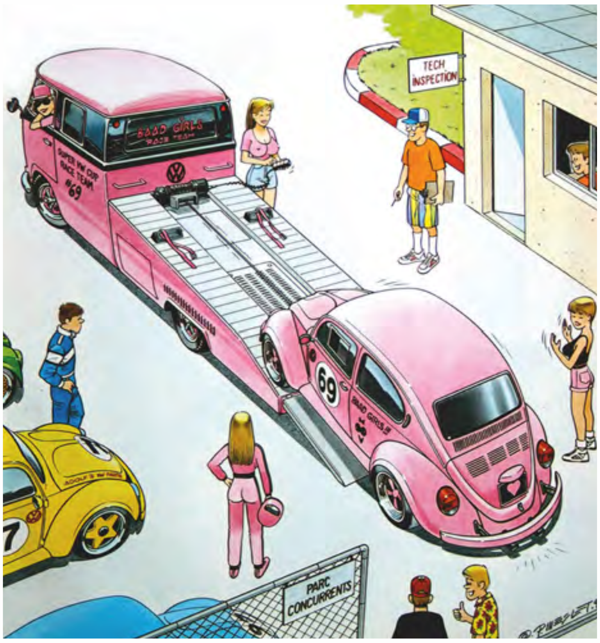

Gone Blood & Guts!

A Gasser-style Beetle is cool, but the Cobra-like Ghia is plain nuts!

The Volksrod gang scoots from the law, driving black and white police Ghias


BOB'S
LIQUOR
& DELI
El Guapo
RESTAURANT
TACOS
POLICE

Another tow truck Bus, this time with a circuit racer and a team of girls


TECH INSPECTION
BAD GIRLS
69
PARC CONCURRENTS

AIR COOLED
TECHNOLOGY

Beetle.Karmann Ghia.Split Screen.Bay Window.T25.Type 3.Buggy.Trike.Baja.Porsche 356, 912 & 911

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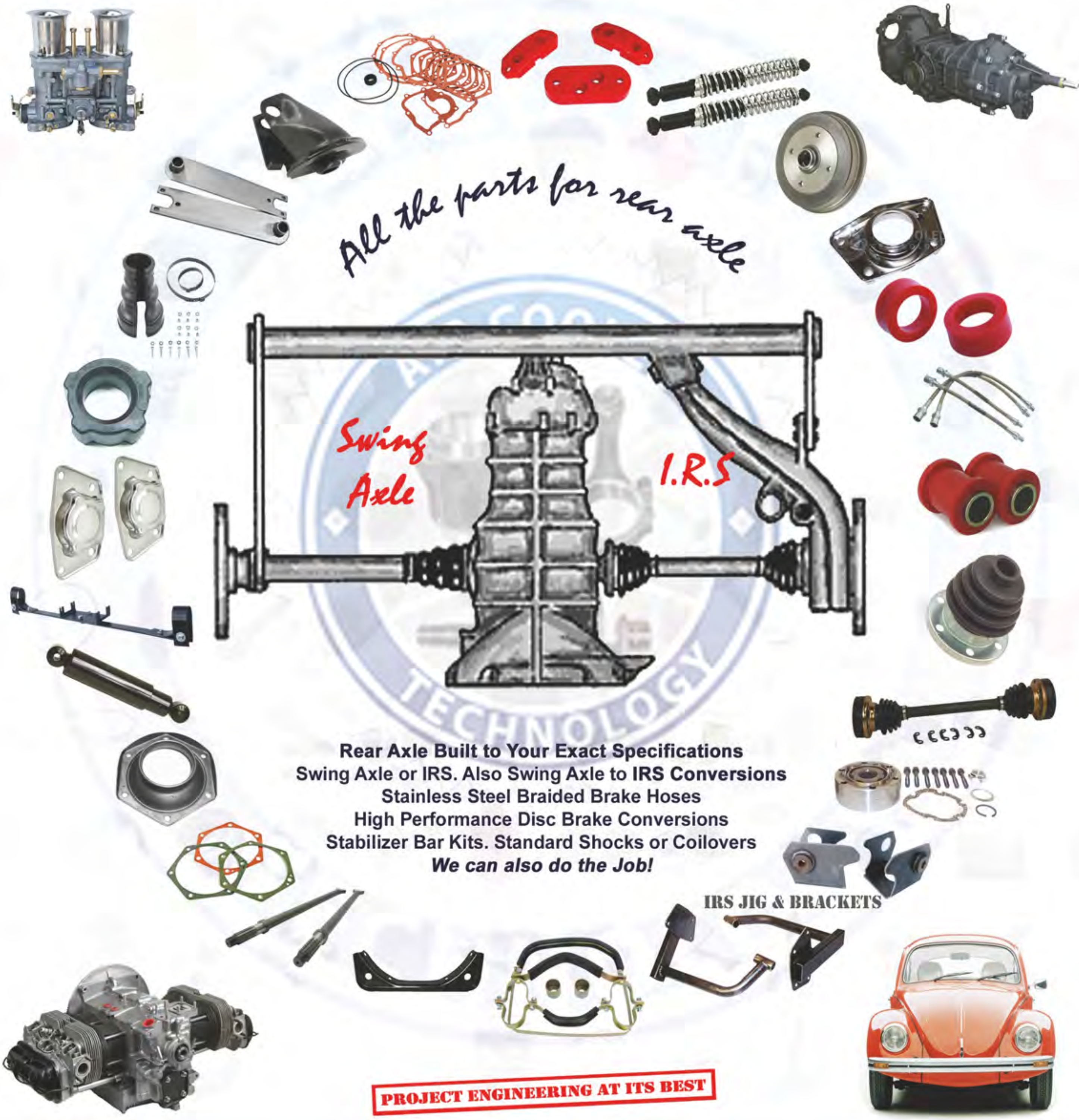

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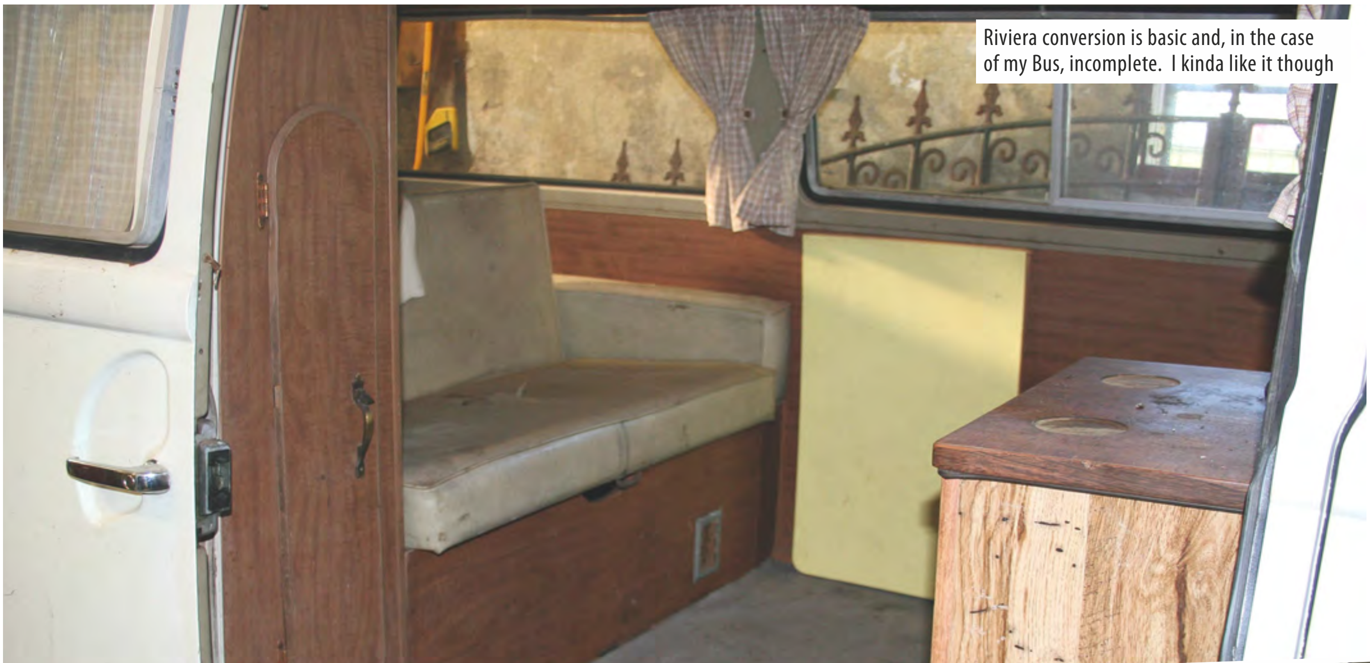


Riviera conversion is basic and, in the case of my Bus, incomplete. I kinda like it though

Insider trading

This month I have been mostly stripping, and it feels good, but where do I go from here?

OWNER INFO

NAME: Cathal O'Toole

OCCUPATION: Nobody knows

CARS OWNED: GT Beetle, '77 Cal Look Beetle, '73 Riviera Camper

WORK THIS MONTH: Strip out original interior, add sound deadening, make new wooden floor and make a plan of attack…

Team Riviera which comprises of myself, Dave Cole and Graham Cullen have been focussing on the interior of the Bus. Dave removed the interior units and rock 'n' roll bed which allowed us to see what condition the rest of the Bus was in and I'm happy to say that it is as solid under there as it is on the outside and underneath so thankfully it's the pretties that need addressing and not any structural work. The interior wasn't complete; I had a wardrobe, a 3/4 rock and roll bed, a table with a warped top and a unit by the door. The buddy seat is gone as is the sink so I am in the somewhat fortunate position that I won't necessarily feel too bad if I do not reuse what's left of the OG interior. Having said all that, my head is exploding with ideas and confusion in equal measure. Stock interior restored? Complete bespoke interior? Refurb what's there and add a sink unit? Decisions decisions.

The next job on the list was to prepare the floor so while Dave removed the old carpet, vinyl and floorboard, Graham and myself headed to the local wood store to get new plywood to go under the laminate flooring that Graham had left over from a recent home renovation. Once back, Dave and myself used the old wood flooring as a template which made light work of making sure it fitted as it should when the time comes. The following day I headed back to Graham's with some Dynamat in hand to cover as many interior panels as I could. There

∧ Some of the original Riviera cabinets are still serviceable, but I need to decide what I'm doing with the interior before I go any further

∨ Banana-shaped table is useless for playing marbles on, so will probably be replaced

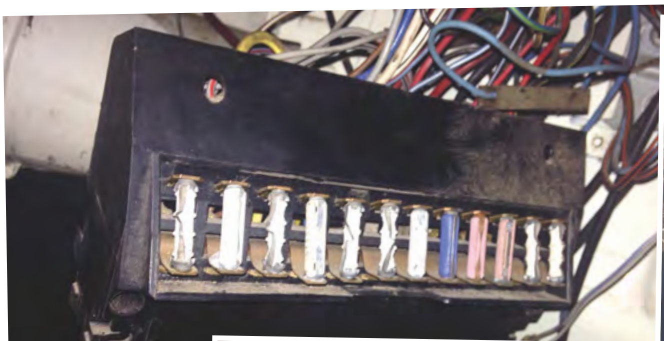
Adding sound deadening in cavities such as doors stops drumming and reduces what manufacturers call NVH (noise, vibration and harshness)

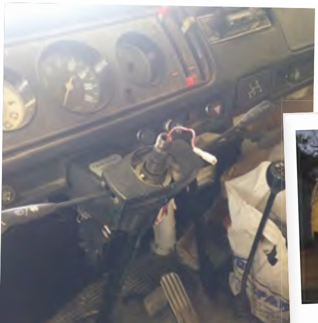
Try to take old wooden floor panels out complete to use as templates as it makes the job of making new ones an absolute doddle

is a strange satisfaction when doing a job like laying down sound deadening because the results are not only visible but they are almost instant, and it's shiny! I got most of the Bus done in the afternoon I was there so the next weekend I was hoping to be there to finish it off but I ended up being away so nothing happened with the Bus. Well, that's what I thought until a Whatsapp came through from Graham. This was what it said: "I was looking at your fuse board today......" followed by a photo of the fuse board. Next message read "You really don't need it" and then the next message really had me worried because it went as follows: "So I cut it out altogether" and a photo of the fuse board on the workshop floor but the next message read: "So I installed this instead" and the accompanying photo showed just what he had done. Graham had removed the 42yr old fuse board and replaced it with a brand new modern unit and now I can relax in the knowledge that the new fuse board can take the plethora of gadgets I'll have running through it which will be quite a few more than VW intended back in 1973. When people ask about the famous 'VW community' and the comradery within it, they need look no further than Graham Cullen and Dave Cole because these guys embody the spirit of the VW scene and make being part of it a very cool place to be.So what's next on the to-do list? I have a set of Porsche Tombstone seats that I'm thinking of fitting, the passenger being mounted on a swivel base, once they and the rest of the interior has been upholstered. I have to decide what path I am going down with the units and I can't wait to fit my new steering wheel that I bought from Aircooled Accessories last year but haven't fitted yet as I don't want to damage it while there's ripping, pulling, dragging and fitting going on in there, and that's just Graham trying to fit into his overalls. ■

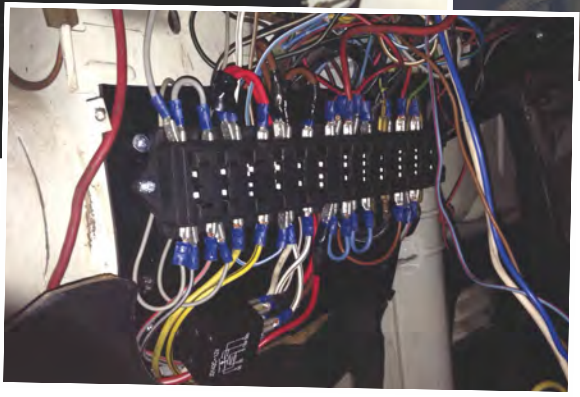
> "I won't feel too bad if I don't re-use what is left of the original interior"

To me it looked fine but to Graham, a man who has pulled more than a few wires in his day, it was a mess and had to go!





New wires being run for the horn. I am so tempted to fit my new steering wheel but I'll wait in case I damage it, which I would.



Where Graham sees perfection, order, reliability and safety in the new wiring I see spaghetti and a potential migraine!

VOLKS WORLD PROJECT CARS

Rubbered up

Owner: James Peene
Car: '66 Beetle
This month: I cranked open my purse and spent some of my hard earned on tyres. Don't tell Pye, but I went for Firestones all round...

Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia
This month: As I write this there's five weeks until The *VolksWorld* Show and there's still a hell of a lot left to do. I foresee some very late nights in my future…

Cinders at the ball?

RAS 883
RAS 883

Bright eyes

Owner: Jon Gilbert
Cars: '61 Ragtop
This month: I thought it would be a wise move to re-paint the brown headlight bowls on my Beetle to a factory-style grey hue. I think it's brightened the front up a lot.

Owner: Mark Walker
Car: '68 Beetle
This month: I spent a little time helping Johnny Longtime with the recommisioning on his low mile OG Paint Swedish '61. Will hopefully be on the road in time to

Swedish meatball

Why's he done that?

Owner: Jon Pratt
Cars: '70 Bay
This month: And so it begins! Cab steps, sills and windscreen channel to name but a few jobs I'm about to dive into. This may take a while...

Owner: Gordie Woollacott
Car: '78 Westy
This month: As my '79 Westy is now on the market, it's time to get on with the '70 I brought in almost a year ago. It's been in a barn for so long, I'd forgotted about it!

Barn free

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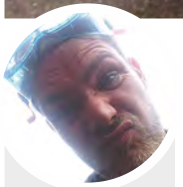
Loading the old girl onto a flat bed for its trip to Fellows Speed Shop



OWNER INFO

NAME: Steve Parsons

OCCUPATION: Graphic designer and illustrator

CAR: 1961 Split

WORK THIS MONTH: Have the repair welding finished and the Bus made ready for its first MoT

Jolly good friends

A productive period in the resurrection of the '61, and I didn't even get my hands dirty…

Bus time hasn't been on my side of late, and there are a few key factors to blame. Firstly, the weather. it's bloody freezing out there. Secondly, I've just started my own graphic design business, which is consuming any free time I once had.

So, with the new show season fast approaching, and the prospect of pitching a tent sending shivers down my spine, I decided I would hand over my part-finished Bus to the skilled guys at Fellows Speed Shop (www.fellowsspeedshop.com). The brief was pretty simple: finish off the welding, make good the mechanics and electrics, and get it to a stage that I could drive it to the MoT station for its first UK ticket.

I had already done the majority of the welding, prior to it being trailered to Fellows, so only the long side outer sill, battery tray area and a couple of smaller repairs had to be finished off. To say no time was wasted in getting stuck in is an understatement as, within a few days, I received a 'call saying all the welding was complete, and that a parts list had been compiled for all the hardware required to get the Bus starting, stopping, blinking and flashing once again. I couldn't have been happier! The shopping list wasn't bad at all, considering the Bus had been laid up and not driven since 1991. It comprised wheel bearings, wheel cylinders, rear brake shoes, wiper blades, a pair of right-hand drive headlights, a new dip switch, a horn and numerous dash bulbs. Whilst the brake system was being messed with, I asked for it to be upgraded to dual circuit – safety first and all that.

I can't thank Fellows Speed Shop enough for the rapid turnaround to bring the Bus up to MoT standard, and I am pleased to say it flew through the test with zero advisories, so I'm now in a position to apply to the DVLA for the registration mark. Goodbye tents!

When I first bought the '61, I believed it to have an original Riviera camping conversion as it has many characteristics of that style. However, after further research regarding all the various conversions available, I can now confirm it is actually an early Caravelle. These were the predecessor to the Sundial and were supposedly made by members of the same extended family (as were E-Z

^ I was prepared to tackle the underside welding myself, but opted to leave the outer sill repair to the professionals

> A brilliant colour match, but I've really had to cut back on manicures to fund it all

> New long side sill has now been welded in and the paint blended into the, er, 'paint'

^ Solid, rolling, stopping and blinking! Ready for the MoT at last

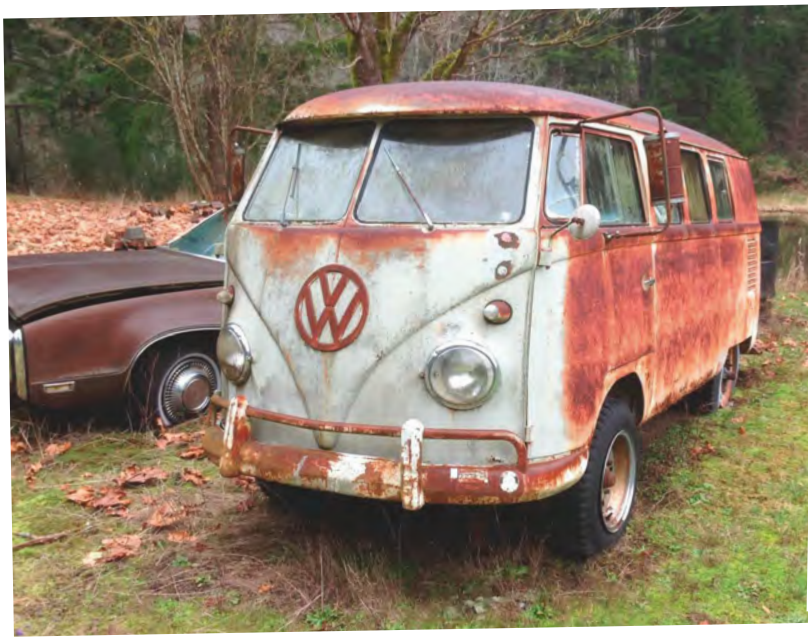
Campers). Key to this part of it's heritage would be a gold starburst decal that would have been stuck on the wardrobe door when new. I vaguely remembered seeing the ghost marks of something circular in that area before I disassembled the interior and put it in safe storage, so I ventured down the garden to investigate and bingo, there it was, or at least once was. Though the sticker itself is no longer there, it at least puts a name to the woodwork, and the conversion.

With this new-found knowledge, I could now get stuck into finding out as much as possible about the Caravelle conversion. So, off to the trusty Samba I went, in pursuit of any scraps of info I could lay my hands on. After trying countless combinations of words in the hope of finding something relevant, I struck gold, but not the gold I was looking for. I can't remember what cryptic combination I used, but whatever it was, I unearthed a number of photos of my Bus when it was found in a backyard in Washington State in 2013, and I couldn't have been happier. I love finding out the back story of how cars are forgotten, then found again and brought back to life, so straight away I sent a private message to the original finder asking if they had any further information about the Bus, or the discovery, they could send me. With no reply forthcoming after a week or so, I sent off another message, and received the following reply: "It was in a guy's yard for 20 years, I found it and got it for 600 bucks. The end." What a pleasant, chatty and forthcoming gent he was… Not! Not to mention a jammy git, too.

That aside, this is where I currently am: I now have a rot free, running, driving Bus with a year's MoT, registration paperwork in progress, a new-found knowledge of Caravelle interiors and a new and uncooperative pen friend in America. Now the real fun can begin… ■

> "It was in a guy's yard for 20 years, I found it and got it for 600 bucks. The end"

v Some deep mining of the internet turned up these pics of the Bus as it was found in Washington State in 2013. Apparently, it had sat here for some 20 years



v Steve thinks the guy who found this had a touch getting it for $600. Pye says he paid the right money for it!

WIN!

Volkswagen Porsche Austria
BOSCH RACING TEAM VIENNA
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93

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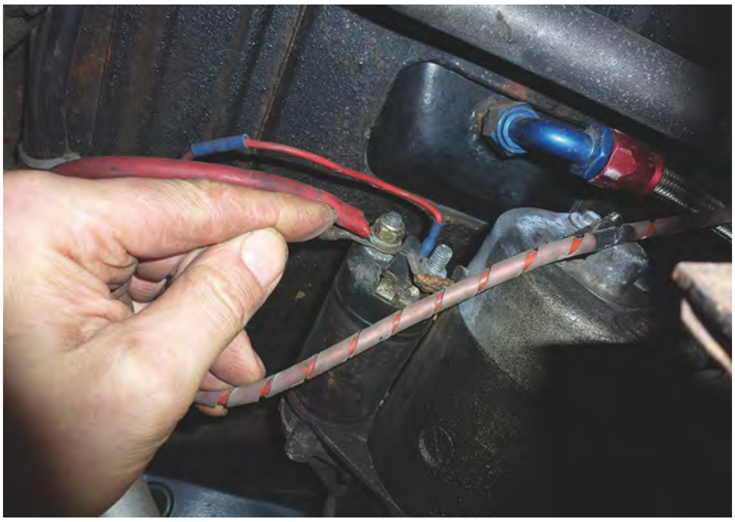
Ready, steady, oh...

Trouble starting your VW? Intermittent ignition issues? It's time to have a closer look at your ignition switch

Whilst it's fairly safe to say that most Volkswagen electrics are robust, occasionally they can (and do) fail. This is especially true on high mileage vehicles, and those that have been left out in the elements for long periods of time. By and large, VW ignition switches are quality items and it's not uncommon for mid-1950s Volkswagens to still have their original ignition switches in fully functioning order.

But add in some abuse, a little moisture from a leaky window seal and things can go downhill rapidly, causing premature switch failure and a possible 'no-start' situation. Generally speaking, and from my experience, Volkswagen ignition switches tend to let you know when they are on their way out, rather than just stop working one day. Symptoms include having to wiggle the ignition key back and forth a couple of times to engage the starter motor, or the switch itself starting to become a little stiff to operate. When this starts to happen, you can pretty much bet the ignition switch is on its way out. How much longer will it last? Well, it may last a week, it may last years, you never really can tell. However, you can test the ignition switch to see whether it is fully functioning or not, and this is where this procedure comes in. ■



01 Okay, let's start with the basics. You go to start your car and nothing happens. There are four main probable causes: the battery, the starter motor, the wiring and the ignition switch. First, check the battery. Next, check the heavy gauge wire to the starter is properly connected at both the starter and the battery

JOB INFO

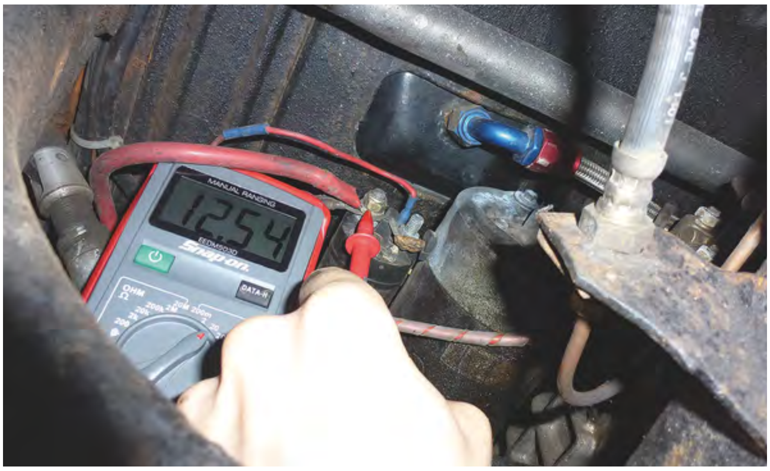
TOOLS NEEDED:
13mm spanner
Flat head and Phillips screwdrivers
13mm socket and ratchet
Extension bar
Multimeter

MATERIALS USED:
A 4m piece of electrical wire for the continuity test

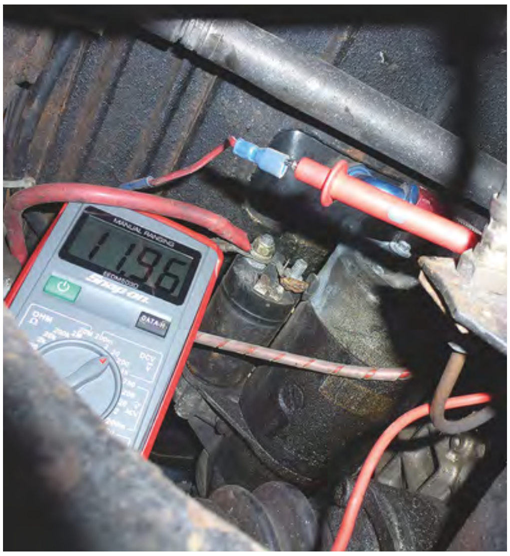
TIME TAKEN:
1-2 hours

COST DIY: £0 (unless you need a new ignition switch, which is around £20)

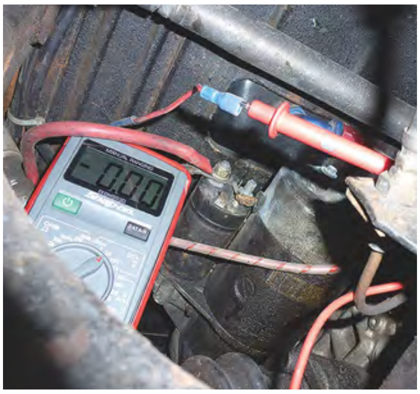
PRO: £40-£80 labour, plus parts



02 Next, attach the positive probe from a multimeter to the heavy wire and earth the unit to a good chassis earth. You do not need to turn the ignition switch on because it is a permanently live circuit. You should expect to see a reading of around 12.5V with a well charged battery



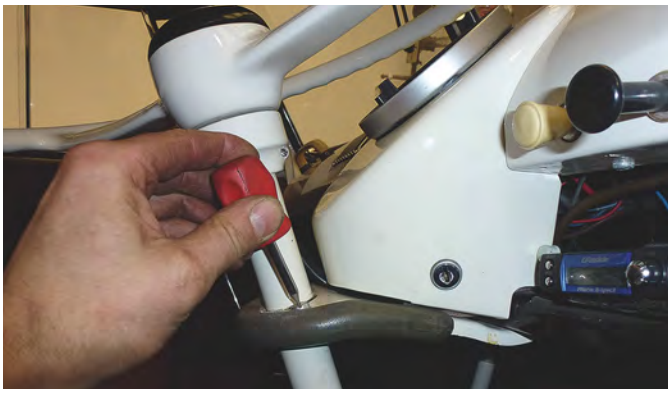
03 Now check the wiring to the starter motor solenoid. Is it connected properly? Is it corroded or furred at the connection? If all is okay, remove the wire and insert the red probe from the multimeter into the spade terminal of the wire and earth the black probe from the multimeter to the chassis. Have a friend engage the starter on the ignition key. Again, you should see around 12V at this wire



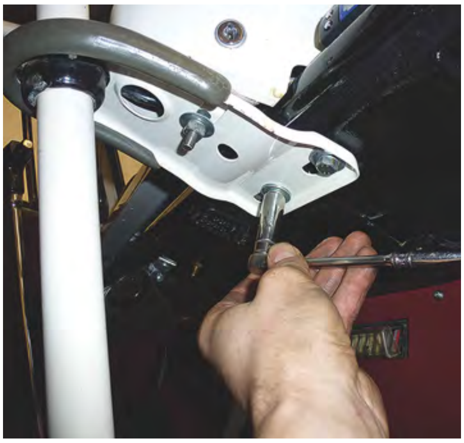
04 If there is no reading at all, or a reading lower than 11.5V, there is something wrong with either the wire continuity or the ignition switch. That means we've narrowed the problem down to two probable causes

TURBOCHARGED
by KEENE

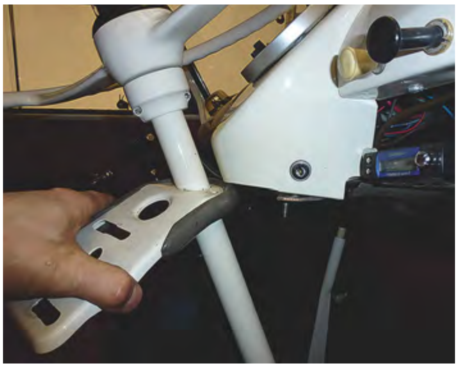
05 As the next part of the job is to remove the ignition switch, now disconnect the battery, for safety's sake



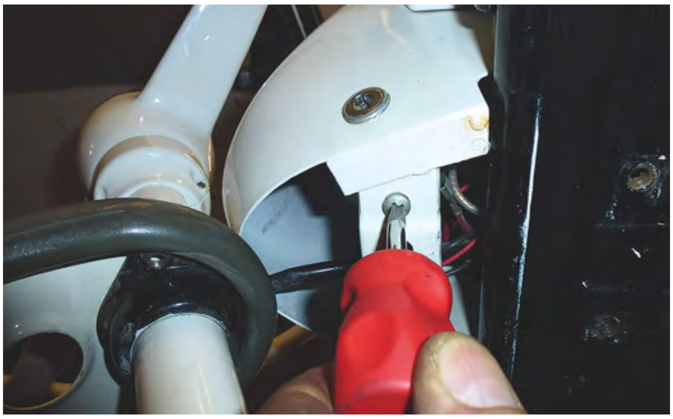
06 To access the ignition switch on an early Bus, you need to disconnect the steering column mount for clearance purposes



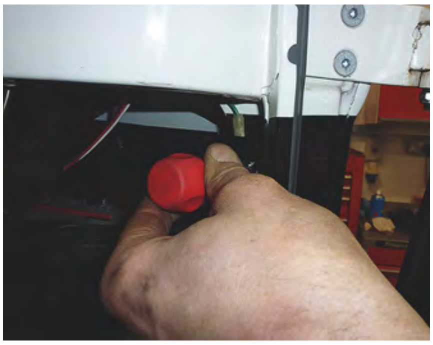
07 To do this, remove the two column-to-dash mounting screws and then…



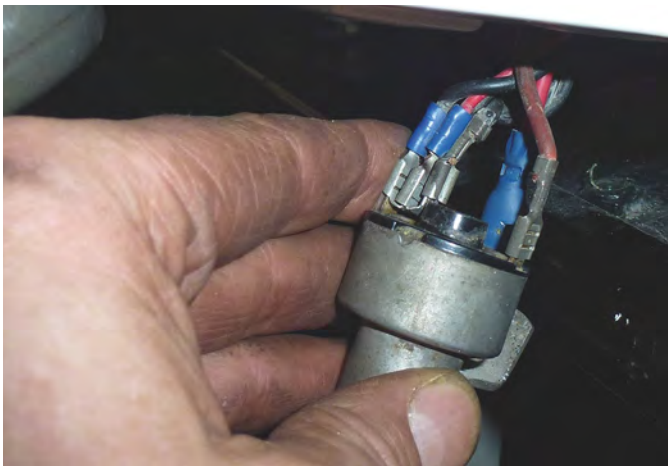
08 …swivel the column mounting plate out of the way



09 You can now access the ignition switch mounting screw. It's just one simple screw, and then the switch comes free from the speedo housing



10 It may be necessary to remove the closest dash mounting bolt in order to drop the dash down a little for better access

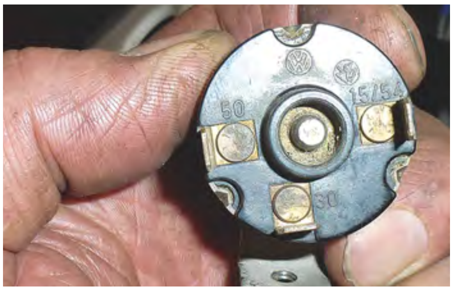


11 You should now be able to remove the ignition switch and have enough wire to be able to pull the switch just proud of the dash. Take a note of the wires' orientation on the switch and label them

HOW TO

Test your ignition switch

12 Remove the wires, all the while checking each one was a good, snug fit on the switch, as any loose wiring here is also a possible cause of ill starting



13 Have a look at the back of the switch and check for any cracks or damage. Number 30 pole is live feed in. 15/54 is switched live and 50 is the starter solenoid switched terminal

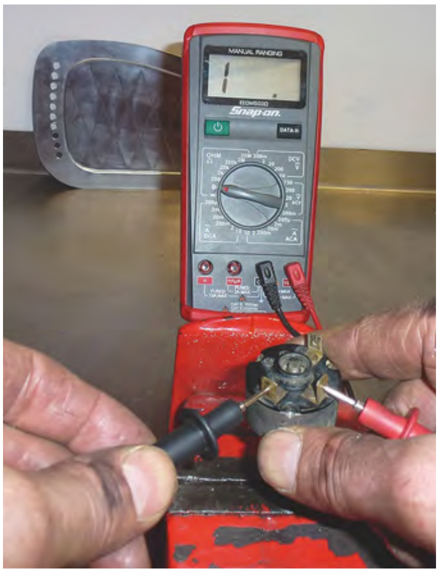
14 Next job is to check the wire that came from terminal 50 – starter solenoid. If you had a low or zero voltage reading earlier, check the continuity of this wire with a multimeter. To do this, you need to attach the multimeter between this wire at the dash and the wire that goes to the starter solenoid, so you may well need an extension wire to do this. You are looking for a reading of between 0 and 0.5 Ohms, any more and the wire might be damaged

12.52
Snap-on

15 Next test is to test the voltage at the live feed wire that came from terminal 30 on the ignition switch. You will need to reconnect the battery to do this, so it's vital that it is not touching any other wire or metal object. The reading on the multimeter should be in the region of 12.5V

MANUAL RANGING
12.00
EEDM503D
Snap-on
DATA-H
DCV

16 Now re-connect the wires to terminal 15/54 and switch the ignition to the 'on' position. Attach the red probe from the multimeter to this pole and the black probe to an earth on the vehicle body. You should see in the region of 12-12.5V. Less than 12V and it's a sign the switch is starting to break down internally



17 For the next test, insert the key into the ignition and place the key in a vice (alternatively, get someone to turn the key for you). Turn the key to the start position and hold it there, then test for continuity across the 30 terminal and the 50 terminal – the live and the starter solenoid terminal. If there's no continuity, or lots of resistance, the switch is broken and needs replacing

18 A good ignition switch will show zero or very few Ohms of resistance, as shown here. If your battery is good, your wiring is tip top and your ignition switch is fine, then all that can be left by elimination is the starter motor itself – replace

19 Finally, fear not if your ignition switch is faulty for they are relatively cheap (around £20) and readily available from any of the major suppliers in this magazine

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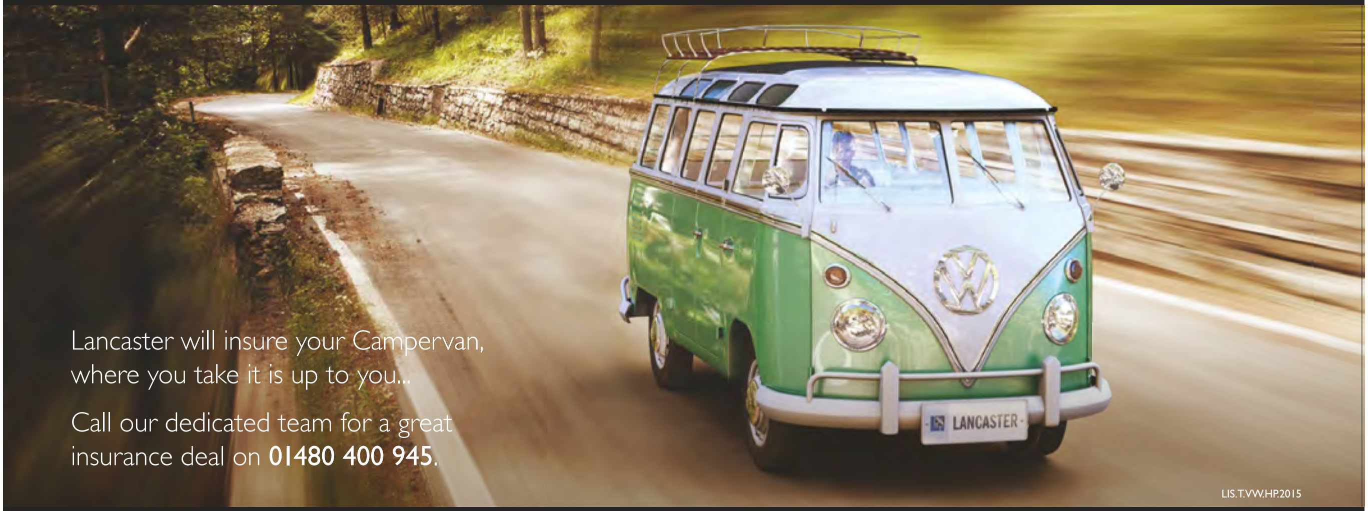
"WHERE NEXT?"



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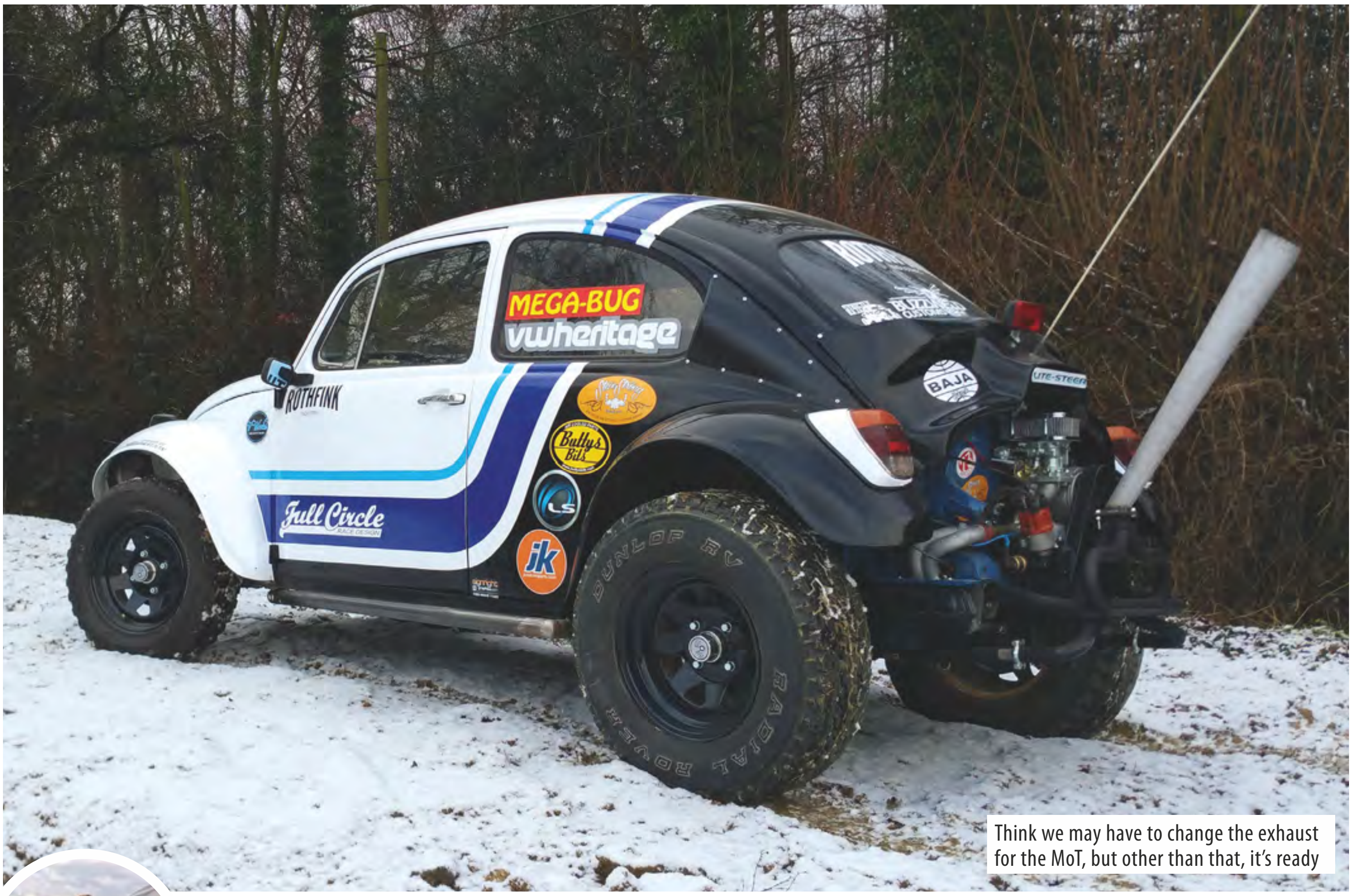


Think we may have to change the exhaust for the MoT, but other than that, it's ready

The start line is in sight

With the car almost finished it's time to focus on the fundraising

OWNER INFO

NAMES: **Sam Jeffery, Ian Garden and Mark Hook**

CAR: **'72 Baja Bug**

WORK THIS MONTH: **Engine in, wiring finished and getting ready for the MoT**

In case you missed the last few features, we are Team Aquaphobics Baja - Sam Jeffery, Ian Garden, Mark Hook and we are doing the Scumrun 2015. We have to cover up to 3000 miles in four days in the Baja we are building. With your help we plan to raise a lot of money.

The charity is JDRF UK (Juvenile Diabetes Research Foundation), a charity funding type 1 diabetes research for children in this country. As it's a research charity, every penny that we raise will go toward vital research that helps children with this condition. You may have heard recently that there has been a huge breakthrough using stem cell research, which may ultimately lead to a cure! Type 1 diabetes is one of those conditions that is so common everybody seems to know someone affected by it.

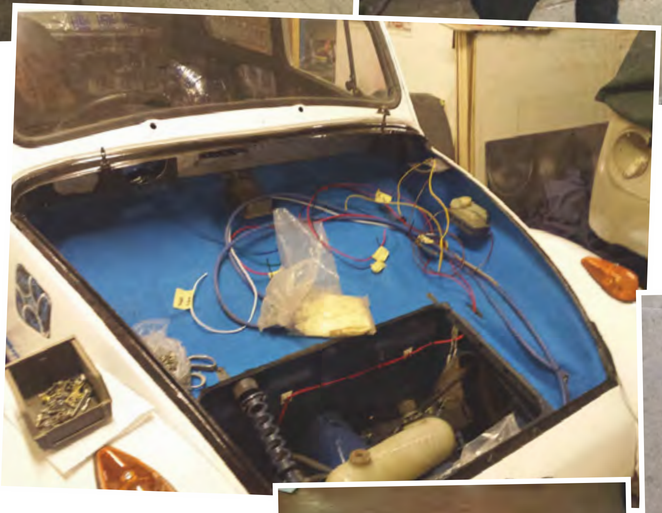
As a quick catch up, our Beetle now looks like a Baja and is fully wrapped with all sponsor logos, but there is still a lot of work to do. One of the first people to offer their help was Steve of Steve Strong Engines. It's not the first time he has donated an engine to a charitable cause and we were over the moon to receive one of his proven reconditioned units. This means we don't have to worry about finishing the 3000 miles and can concentrate more on driving and navigating it. With all of the parts we have got from VW Heritage, Megabug, Just Kampers and 73 Aircooled we've put together one hell of an engine geared towards reliability, better fuel economy and hopefully a little more horse power. We've made a couple of different exhausts, one reasonably sensible for the run, the other not so (Mark prefers the stinger but I think it's going to be cramped, cold and probably smelly enough already so extremel noise might just tip us over the edge).

Bully's Bilt
vwheritage

> We`ve had a few engines at Vworks from Steve, and although they're great value for money they aren't usually free, thanks Steve!

It looks a bit homemade, but it sure sounds great

Mark at Buzzweld Customs putting his hydraulic pipe bender to use. Good stuff



Wiring, half of a buggy loom supplied by VW Heritage and the rest custom made

The wiring is pretty much complete now, we used part of a buggy loom which was kindly supplied by VW Heritage and the rest is custom made by us to incorporate all the snappy dash switches, gauges and lights. Dave, a fellow Aquaphobics club member has given us some MX5 seats, which are great as they offer a little more comfort and support for the many miles ahead. Being an ex-race car most of the dash had been butchered [Lawrence Butchered - ED] so a replacement dash was made to accommodate all the extras, 90% of the interior has been soundproofed and we just need to get around to fitting a carpet set.

Called to the bar

Moving on to the bars and bumpers, Neil from Lite-steer spent another evening with us finalising his part of our build, which we appreciate so much considering how busy he is with Lite-steer.

We were contacted out of the blue by Mark at Buzzweld Customs. He'd seen all of the sharing and fundraising efforts on Facebook and has very kindly offered us his services completing the engine cage and bumper. We went to visit his workshop in Southampton and while we were there he offered us something to raffle at the *VolksWorld* Show (look out for our many fundraising ventures that weekend). We all came away wanting one of his amazing sand rail frames! Check out Buzzweld Customs on Facebook, you won't be disappointed.

> “A huge thank you to all the business who stepped up”

Just some of the kind people who donated to the sticker packs, more info on our Facebook page

Our fundraising had already got off to a great start when our good friend, Spencer White of theBluebook68 and Under the Arches on Facebook, came up with the awesome idea of asking loads of VW related companies to send us as many of their stickers as they could. The idea was to produce sticker bomb packs to sell for the charity. The response was over whelming we managed to make over 40 packs with over 50 stickers in each! If you were one of the lucky ones who managed to buy one before they sold out, thank you very much for the donation and a huge thank you to all the businesses who stepped up and got involved - we couldn't have done this without you. A special thanks to CSP who not only sent us 150 stickers but also sent us 50 lanyards and 50 coffee mugs! These really made our packs special.

Rothfink still continue to support us and we have some very exciting ideas on the table for raising as much money as possible for the charity, we are keeping this under our hat until the *VolksWorld* Show so be sure to come find us either at the baja and Vworks stand in Esher hall or the Rothfink display outside to support us. The Rothfink guys really have gone above and beyond and we would like to give them really big thanks from all at team Aquaphobics Baja.

Rear engine cage in a flat pack form.Thanks Mark

We are by no means going to win the rally, at the end of the day we are in a Beetle running against modern cars, but there's no reason why with all of your support we shouldn't be able to get the most amount of money raised, and for that we really need as much help as we can get.

If you go to our Facebook page, Team Aquaphobics Baja, you'll find updates about the build, fundraising ideas, merchandise and all of our information, including how you can donate some money to this fantastic cause.

Our website is www.teamaquabaja.webs.com Or the easy way, which literally takes seconds: Text baja98 £1 (or £2, £3, £4, £5 or £10) to 70070.

All donations will be gratefully received! Every penny donated goes through our Just Giving page, which is directly linked to the charity. The car, parts, petrol, ferry and everything to do with the rally will be entirely funded by us and our fantastic sponsors. ■

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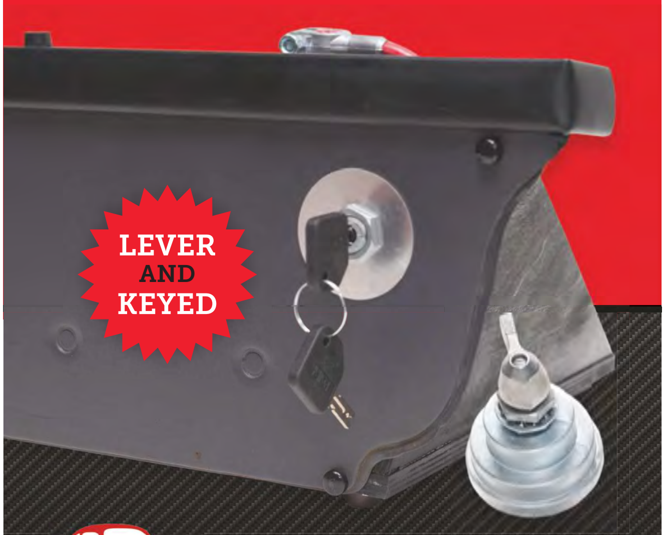

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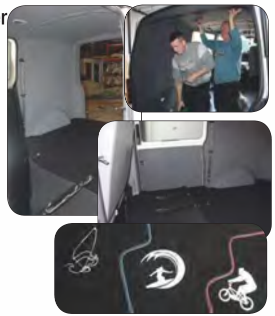

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Jan 15 cover featured former electric bus
featured on the front cover of camper and bus jan 15 issue is the electric bus. great patina ,lowered on dropped spindles, 1600 motor,twin side loader,interesting history with some great paperwork.restored early westfalia interior,runs super sweet!check out the mag for 20+ photos.very rare-only 5 originall test vehicles built.beautiful one off bus.any viewing welcome.can be delivered at buyers cost.new mot on purchase.only covered 38k ,mostly with the electric motor on a private test circuit in the usa. Mileage: 38000, £15,500, Southern England, Tel : 07773727434
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1970 VW low light bay window container van ex australian mobile command unit
Australian R/H/D, factory built for military use as a mobile command unit. The box was fully insulated double skin steel (now insulated marine ply, to reduce weight and condensation). She has a standard walk through cab, 4 side rear window's, 2 open, as do the 2 turret flaps, large side door & 2 x rear opening barn doors wih windows. Restored frame up, rust proofed, painted and rebuilt, finished in British racing green interior/exterior, new seals, new cab headliner, billet aluminum controls. I have installed 7 full leather cream seats (from a 2002 Range Rover) with Qld engineer cert, plus factory fit middle front seat (rare). Original running gear ie drums all round, original gearbox and upgraded engine from type 1 to 2, twin solex carbs & race tuned vintage speed stainless exhaust. Spotless underneath with full factory under tray. Arrive Europe April/May 2015 (save import duty), Mileage: 90000
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The vehicle is in a very good condition throughout and reasonably original. A South African import. All rot and rust has been removed and replaced with new panels and has been freshly painted in a traditional blue and white finish. This van is in a perfect working condition and drives like a dream. The interior has been reupholstered and a full restoration portfolio is available. The van is currently is the Netherlands, transport can be arranged if needed. see for more pictures, picasa: Please drop me a mail for any further info.
£11,600, International, Tel: 0031646114504
wout.otte@ziggo.nl

2009 VW T5 Danbury
6 Seat Surf, White, 58,861 miles, 2.0TDI, 84PS engine, raising roof, 2 burner hob, grill, fridge freezer, 240v mains hook up, leisure battery. £26,995. Visit www.danburymotorcaravans.com for more info and/or to arrange a viewing or call 01454 310 000.

2003 VW T2 Danbury
4 Seat Classic, Blue, 41,000 miles, 1.6 air-cooled engine, 2 burner hob, grill, fridge freezer, 240v mains hook up, leisure battery. £20,995. Visit www.danburymotorcaravans.com for more info and/or to arrange a viewing or call 01454 310 000.

Karmann Ghia

1965 KARMANN GHIA
1965 right hand drive, soft top with mohair hood, navy blue. 1600cc twin carb, tex exempt, MOT. This car has been owned by my wife for 14 years. 9 years ago it had a major restoration. Starts on the button, drives beautifully, has done less than 1,000 miles in the last 14 years. Appreciating asset. £12,500, Southern England Tel: 07956254522, adamgray337@gmail.com

T2 bay cocktail and karaoke bar
This is a rear opportunity coming in front of you. It's only your choice if you answer it... Offered here is a unique T" Camper Van, which has been through a comprehensive refurbishment, which included a complete body restoration and a re-paint with a three component pearl metal orange and snow-white. "Jeff" has been fully re-wired and has been equipped with new batteries. Numerous new parts were fitted during the restoration works, the engine cleaned, twin carburettors re-tuned, oil changed and full service. The car was then subject to a final check over and sent to MoT. The MoT has no advisories. Offered in excellent condition, Jeff has been converted to operate as a COCTAIL BAR and/or a KARAOKE BAR, WITH DROPDOWN SIDE AND HUGE, 6 SQUERE METER OPENING ROOF WHICH IS LIGHTENED UP WITH MUSIC SINCRONIZED DISCO LIGHTS! It also comes with bar stools, fridge, sink, onboard music equipment and some basic cocktail equipment. As one can see, Jeff is not only a superb example of the T2 camper van but a very genuine business opportunity as well! Jeff has got so many potential you will only realize when see it! facebook: Jeff barcar If you are seriously interested (and only then!) please don't hesitate to contact me on 0044 7595 372141, Mileage: 99999+, £34,900
London, Tel : 00447595372141
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Westfalia trailer for sale. Regalvanised with fully sealed lid complete with luggage rack. All electrics fully working. Ready for summer camping trips, looked great behind our splitty! Any questions feel free to ring. £900
Northern England, Tel: 07811150211
Kendog77@outlook.com

Franz Xaver Reimspiess

So, you've just created the engine for the Beetle. What do you do next? How about a couple of tanks, a rocket-propelled Schwimmwagen and the car that became the Porsche 356?

Words
Richard Gunn

With a name like Franz Xaver Reimspiess, the subject of this VW Icons sounds like he could have been the baddie in a Bond movie. If he had been, many more people might know his name. Instead, he's an obscure figure in the story of Volkswagen. Which is both a shame and surprise as he made two of the most significant contributions to the company and its vehicles. For not only was he the engineer behind Volkswagen's air-cooled engine but, as a previous subject of VW Icons (July 2013), you may remember he was also the man who magicked up the marque's logo. Just one of those achievements is enough to guarantee him iconic status, let alone both of them.

Born in 1900 in Wiener Neustadt, Austria, Reimspiess joined Austro-Daimler at the age of 15 as an engineering draughtsman. He briefly served during World War I but was wounded and returned to his old job. After he was laid off in 1922 due to the company's financial problems, he undertook an engineering degree, which made him a juicy enough prospect for Austro-Daimler to re-hire him. During this second spell, he designed an armoured car (although he had to keep pretty quiet about it because such weapons were banned after WWI) and also met Ferdinand Porsche. When Porsche started work on the Beetle project, Reimspiess was one of those he chose to help him. After Austro-Daimler merged with Steyr in 1934, Reimspiess jumped ship and joined the new Porsche design office in Stuttgart in September that year.

> "Other projects included the body for the never-built Type 114 sports version of the Beetle"

> Franz Xaver Reimspiess in later life, with the world famous badge he created, amongst other things…

Early experiments with two-cylinder engines for the fledgling Beetle hadn't gone well. They either repeatedly broke down, or weren't deemed powerful enough. Reimspiess badgered Porsche to let him have a go at designing an engine, which he eventually did. Within 48 hours, the enthusiastic young engineer had come up with the blueprint for the flat-four, air-cooled engine that would be produced in millions by Volkswagen right the way through to 2006. The engine case was made of alloy for lightness, while its short-stroke, over-square architecture made it capable of cruising all day at its top speed. He also incorporated a vertical oil cooler, which proved essential to stop overheating. The first engine was ready for testing in June 1936, just six months after Reimspiess dreamt the initial concept up.

His talents didn't just stop at creating one of the greatest engines of all time. In November 1937, he drew up an intriguing design for a Beetle with its engine in the front, and other projects included the body for the never-built Type 114 sports version of the Beetle – which eventually gave rise to the post-war Porsche 356 – as well as the Auto Union P 'Silver Arrow' racing car. Oh, and he is rumoured to have also had a hand in the Porsche company logo, too.

When the Second World War broke out, Reimspiess turned his hand to various technical bits and pieces on the Volkswagen-based Kübelwagen and Schwimmwagen projects. One scheme reputedly involved a rocket-propelled Schwimmwagen capable of crossing the English Channel. Rather unsurprisingly, this one didn't make it past the prototype stage. He was also chief designer at the Nibelungenwerk 'toy factory' – the rather lethal 'toys' of which included Panzer and Tiger tanks.

After the war ended, Porsche snr. and his son, Ferry, were imprisoned by the French. Reimspiess had to find work elsewhere and, for a brief spell, joined Steyr, but the moment the Porsche company got back on its feet, he went straight back and that's where he stayed for the rest of his career, heading up its chassis design department. He retired in 1966 and returned to his Austrian birthplace of Wiener Neustadt where, after his death in 1979, a street was named in his honour.

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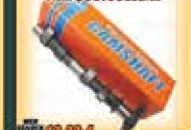
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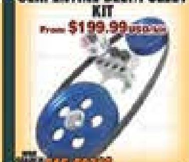
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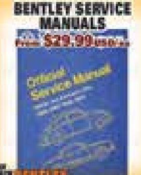
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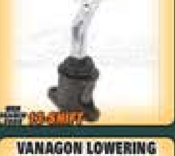
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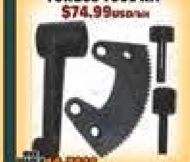
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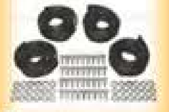
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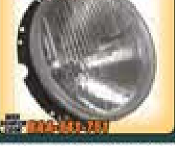
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